# A D D I T I O N A L  I N F O R M A T I O N

**DATE:** November 26, 2024

**TO:** Drew Passmore, INDOT Environmental Policy Office

**FROM:** Joshua D. Iddings and Preeti Samra, American Structurepoint, Inc.

**RE:** Additional Information Document, Des. 1700135 (Lead), Added Travel Lanes and Road Reconstruction on I-65 in Clark and Scott Counties, Indiana

**CC:** Kyanna Wheeler, INDOT Major Projects Delivery Project Manager
Patrick Wooden, American Structurepoint, Inc.

The purpose of this Additional Information (AI) Document is to address the modifications to the Interstate 65 (I-65) Added Travel Lanes and Road Reconstruction project (Des. No. 1700135 [Lead]), in Clark and Scott Counties, Indiana.

A Categorical Exclusion Level 4 (CE4) was approved for the project by the Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) on January 17, 2023. The narrative portion of the approved CE4 can be found in Appendix B, B-1 to B-32. Additionally, a Note to File (NTF) Document was approved by INDOT on May 31, 2023. The narrative portion of the approved NTF can be found in Appendix B, B-33 to B-36. There have been no other re-evaluation documents (NTF or AI documents) associated with this project.

This AI is being prepared to re-evaluate environmental concerns of the I-65 Added Travel Lanes and Road Reconstruction project (Des. No. 1700135 [Lead]). Unless specifically discussed in this document, the impacts as identified in the 2023 CE4 and 2023 NTF remain unchanged.

## 1.0 Purpose and Need

The original purpose and need specified in the 2023 CE4 and 2023 NTF remains valid. The need for the project is evidenced by the deteriorating pavement conditions, current and future capacity deficiencies, safety issues and compliance with 4R Freeway design criteria. The purpose of the project is to extend the remaining service life to a minimum of 20 years by addressing underlying subgrade and drainage issues, address the projected transportation demand in design year 2043 by improving the level of service (LOS) to a LOS of C or higher, and ensuring compliance with 4R Freeway design criteria, all of which impact the mobility and safety of the traveling public. For reference to the original purpose and need, see Appendix B.

## 2.0 Project Location

### 2023 CE4

As identified in the 2023 CE4, the original project location was on I-65, from 0.5 mile north of Blue Lick Road (Reference Post [RP] 16+27) to 0.5 mile south of the I-65/State Road (SR) 56 Interchange (RP 29+10). For the specific location information from the original 2023 CE4, see Appendix B, B-5.

**2023 NTF**
Subsequent to the approval of the CE4, it was determined based on guidance received by INDOT executive staff that the scope of work and footprint for the project had been reduced. The reduction in the project footprint documented in the 2023 NTF consisted of the proposed project beginning 0.5 mile north of Blue Lick Road (RP 16+27) and ending 2.2 miles south of the I-65/SR 56 Interchange (RP 27+12). For the specific location information from the original 2023 NTF, see Appendix B, B-34.

**2024 AI**
Consistent with the 2023 CE4 and 2023 NTF, the proposed project will begin 0.5 mile north of the Blue Lick Road Interchange (RP 16+27) in Clark County. The modified design will now terminate approximately 0.42 mile south of SR 56 Interchange (RP 28+91) in Scott County. This leaves the southern limits of the project unchanged but moves the northernmost limits of the project south by approximately 0.08 mile from what was presented in the 2023 CE4 (Appendix A, A-1 to A-2).

## 3.0 Preferred Alternative

**2023 CE4**
As identified in the 2023 CE4, the preferred alternative for the proposed project consisted of full mainline roadway replacement for the entire project limits along with an additional added travel lane included to a portion of northbound and southbound I-65 by widening toward the median. The added travel lane cross-section began 0.5 mile north of the I-65 Blue Lick Creek Interchange (RP 16+27) to approximately 2.24 miles south of the I-65/SR 56 Interchange (RP 27+12) (Appendix A, A-1 to A-2). The typical section from RP 16+27 to RP 27+12 would consist of six, 12-foot-wide travel lanes (three northbound and three southbound), separated by a two-foot six-inch-wide concrete median barrier. From 1.56 miles south of SR 56 to 0.5 mile south of SR 56, the preferred alternative consisted of full mainline replacement, but without the northbound and southbound added travel lane to the median. Bridges and culverts would be modified or replaced to accommodate the wider roadway or based on their condition to maintain drainage. For reference to the original preferred alternative in the approved CE4, see Appendix B, B-3 to B-5.

**2023 NTF**
As identified in the 2023 NTF, the preferred alternative for the proposed project consisted of an added travel lane and roadway replacement along the entirety of I-65, both northbound and southbound, within the modified project area (RP 16+27 to RP 27+12). All work north of RP 27+12 described in the 2023 CE4 was eliminated from the proposed undertaking. The removal of all work north of RP 27+12 resulted in the removal of one bridge (I65-028-04232B), and two pipe culverts (CV-I65-072-27.45 and CLV-I65-072-27.81) from the preferred alternative. For reference to the preferred alternative in the approved NTF, see Appendix B, B-34 to B-35.

**2024 AI**
Since the approval of the 2023 NTF, there has been a design modification to the scope of work north of RP 27+12 from what was presented in the 2023 NTF. From RP 27+12 to RP 28+91, work will now consist of a Hot Mix Asphalt (HMA) overlay by milling the existing pavement to a depth of approximately 1.5 to 2.0 inches and overlaying with asphalt.

All bridge or small structure work along the proposed HMA overlay portion of roadway has been eliminated from the proposed undertaking and no work off of existing pavement will occur in this stretch.

It should be noted that the 2023 NTF removed all work north of RP 27+12, including all bridge and small structure work. Therefore, although this document is adding HMA overlay work, no change in project impacts have occurred from that documented in the 2023 NTF.

Due to the addition of HMA overlay work from RP 27+12 north to RP 28+91, the maintenance of traffic will revert back to what was presented in the 2023 CE4, Appendix B, B-13.

The modified project still demonstrates logical termini and independent utility. The logical termini to the south still ties into the existing six-lane cross section 0.5 mile north of the I-65 Blue Lick Creek Interchange (RP 16+27). Although the northern termini has been modified from the 2023 CE4 and the 2023 NTF, the new limits will tie into a previous pavement break line which has delineated limits of paving projects in the past. Based on coordination between the project designer and INDOT Environmental Policy Office (EPO), it was determined that because the pavement to the north is newer and in better condition, the new stopping point is logical.

Unless specifically discussed above, the preferred alternative remains unchanged from the 2023 CE4 and 2023 NTF. The changes in project scope did not extend out of the original limits of the environmental investigated area from the 2023 CE4, and did not result in change of project impacts from those presented in the 2023 NTF. Due to this and consistency with the original purpose and need, no additional public involvement or re-coordination was deemed warranted.

Since the approval of the 2023 NTF, it has been determined that the preferred alternative as outlined in the 2023 CE 4 and modified by this re-evaluation document will be advanced as a design-build best value (DBBV) project to letting. The design build teams will work to value engineer the preferred alternative and advance the project to construction. The modification to the project delivery method will allow the scope of work to be modified to remain within the defined INDOT budget. Due to these changes in project delivery and construction, the DBBV will be responsible for providing necessary environmental documentation, including environmental re-evaluations, based on the final design. This has been added as a firm project commitment.

## 4.0 Air Quality

### 2023 CE4

The project was listed in the Fiscal Year (FY) 2020-2025 Kentuckiana Regional Planning & Development Agency (KIPDA) Transportation Improvement Program (TIP), which had been directly incorporated into the FY 2022-2026 Statewide Transportation Improvement Program (STIP). The project was anticipated to move to construction in summer 2023.

This project is located in Scott County, which is currently a maintenance area for Ozone, and Clark County, which is currently a nonattainment area for Ozone under the 1997 Ozone 8-hour standard, which was revoked in 2015 but is being evaluated for conformity due to the February 16, 2018, *South Coast Air Quality Management District V. Environmental Protection Agency,* et. al. Decision. The project's design concept and scope are accurately reflected in both the Kentuckiana Regional Planning & Development Agency Transportation Plan (TP) and the TIP, and both conform to the State Implementation Plan (SIP). Therefore, the conformity requirements of 40 Code of Federal Regulations (CFR) 93 have been met.

This project is located in Scott and Clark Counties. Both counties are currently a maintenance area for Particulate Matter (PM2.5). Under 40 CFR 93.123, this is not a project of air quality concern. Therefore, a hot spot analysis for PM2.5 is not required.

This project is located in Scott and Clark Counties. Both counties are currently a maintenance area for Carbon Monoxide (CO) based on the Environmental Protection Agency (EPA) Green Book website (https://www.epa.gov). Therefore, a hot spot analysis for CO is not required.

The purpose of this project is to improve roadway pavement quality, reduce present and or impending congestion and to address projected transportation demand over a 12.8 mile portion of the I-65 corridor. This project has been determined to generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special mobile source air toxic (MSAT) concerns. As such, this project will not result in changes in traffic volumes, vehicle mix, basic project location, or any other factor that would cause a meaningful increase in MSAT impacts of the project from that of the no-build alternative. Moreover, EPA regulations for vehicle engines and fuels will cause overall MSAT emissions to decline significantly over the next several decades. Based on regulations now in effect, an analysis of national trends with EPA's MOVES2014 model forecasts a combined reduction of over 90 percent in the total annual emissions rate for the priority MSAT from 2010 to 2050 while vehicle miles of travel are projected to increase by over 45 percent. This will both reduce the background level of MSAT as well as the possibility of even minor MSAT emissions from this project.

**2023 NTF**
As identified in the 2023 NTF, it was determined that although the scope had been reduced, the impacts would be considered the same as previously presented; therefore, the reduction in scope did not require a re-evaluation of air quality impacts.

**2024 AI**
Based on updated FHWA guidance and INDOT procedures, a re-evaluation of the previous air quality impacts was completed.

The project is included in the FY 2023-2026 KIPDA TIP which has been directly incorporated into the FY 2024-2028 STIP under Des. No. 1700135 (Lead) (Appendix C, C-1 to C-4). Construction was slated for 2023 but now is anticipated for FY 2025.

Based on updated regulations now in effect, an analysis of national trends with EPA's MOVES3 model forecasts a combined reduction of over 76 percent in the total annual emissions rate for the priority MSAT from 2020 to 2060 while vehicle miles of travel are projected to increase by 31 percent (January 18, 2023, FHWA *Updated Interim Guidance on MSAT Analysis in NEPA Documents*). This will both reduce the background level of MSAT as well as the possibility of even minor MSAT emissions from this project.

In addition, greenhouse gas (GHG) emissions were analyzed for the project. GHG emissions from vehicles is directly related to the amount of Carbon dioxide (CO2) that is released from vehicle exhaust. The amount of CO2 emissions from vehicle exhaust depends on the speed of travel, acceleration, deceleration, and roadway geometrics. Studies have shown that the optimal speed of travel for lowering CO2 emissions from vehicles is 30 to 50 miles per hour (mph) and that the more times a vehicle

decelerates and accelerates causes CO2 emissions to increase (https://learn.eartheasy.com/-guides/fuel-efficient-driving/).

The January 9, 2023, Council on Environmental Quality's (CEQ) *NEPA Guidance on Consideration of GHG Emissions and Climate Change*, interim guidance (https://www.regulations.gov/document/CEQ-2022-0005-0001) was reviewed and considered in the above GHG emissions analysis. The intent of the guidance is to consider a proposed project's effects on GHG emissions to ensure that FHWA projects do not have any negative impacts to GHG and how the proposed project will improve GHG emissions.

As discussed in the 1.0 Section above, there are current and future capacity deficiencies associated with this section of I-65 within the project area. The segment of I-65 from Memphis Road to SR 160 (Southern Segment) is currently operating at LOS D, which is less than the minimum standard LOS C. At a growth rate of 1.5 percent, it is expected that the LOS in the southern segment will degrade to LOS E in 2029. This deterioration of LOS is anticipated to increase the amount that vehicles are decelerating and accelerating, as well as potential to result in longer travel and idle times for vehicles moving through this area. Therefore, it is anticipated that the project will result in a reduction of GHG emissions due to the reduction of anticipated deceleration/acceleration conditions.

The segment of I-65 from SR 160 to SR 56 (Northern Segment) is expected to operate at LOS D by 2038 based on the 1.5 percent growth rate, and therefore will fail to operate at the minimum LOS C for the project prior to reaching its design life expectancy in 2045. The purpose of this project is to extend the remaining service life to a minimum of 20 years, by addressing underlying subgrade and drainage issues, address the projected transportation demand in design year 2043 by improving the level of service to a LOS of C or higher, and ensuring compliance with 4R Freeway design criteria, all of which impact the mobility and safety of the traveling public. It is anticipated the project's improvements to mobility, direct access, and LOS will result in a reduction of GHG emissions due to the reduction of anticipated deceleration/acceleration conditions and potential idle times from projected congestion.

During construction, there may be a minor temporary increase of GHG emissions due to the increase of heavy trucks moving construction material to and from the site, as well as the operation of construction equipment. Additionally, the temporary reduction of travel lanes on I-65 and the rolling slowdowns may temporarily increase GHG emissions due to deceleration/acceleration of vehicles. However, these temporary increases would cease upon completion of the project. These temporary increases of GHG emissions from construction would be minor and do not outweigh the overall anticipated reduction in GHG emissions by the project.

The above analysis indicates the project is anticipated to result in a net reduction in GHG emissions by providing improved mobility with the added travel lane. In addition, the improvement of LOS will reduce the anticipated deceleration/acceleration conditions and potential idle times from projected congestion.

## 5.0 Noise

### 2023 CE4

Based on the July 7, 2021 Final Noise Analysis Report, American Structurepoint, Inc. identified 109 impacted receptors and determined that noise abatement is likely, but not guaranteed, at one location. Noise abatement at this location is based upon preliminary design costs and design criteria. Noise

abatement at this location has been estimated to cost $648,890.00 and will reduce the noise level by a minimum of 7 A-weighted decibels (dB(A)) at a majority of the identified impacted receptors.

In accordance with the 2017 INDOT *Traffic Noise Analysis Procedure* (updated 2022), noise barrier surveys with project information, including project specific noise information, were mailed to each resident and property owner who would be benefited by the proposed noise barrier. Surveys were mailed to benefited receptors on May 20, 2021, with a response deadline of June 20, 2021. A 56 percent weighted response rate was received from the benefitted receptors. A majority (100 percent) of benefitted receptor responses expressed support for the proposed noise barrier. Therefore, the potential noise barrier is recommended for construction.

A re-evaluation of the noise analysis will occur during final design. If during final design it has been determined that conditions have changed such that noise abatement is not feasible and reasonable, the abatement measures might not be provided. The final decision on the installation of any abatement measure(s) will be made upon the completion of the project's final design and the public involvement processes.

**2023 NTF**
As identified in the 2023 NTF, it was determined that although the scope had been reduced, the impacts would be considered the same as previously presented; therefore, the reduction in scope did not require a re-evaluation of the 2021 noise analysis.

**2024 AI**
Based on coordination between the project designer, INDOT Seymour District, and INDOT EPO, it was determined that as a result of the added travel lane limits remaining the same as what was presented in the 2023 CE4 and 2023 NTF, the impacts would be considered the same as previously presented; therefore, a re-evaluation of the 2021 noise analysis is not required at this time. A re-evaluation of the noise analysis will occur at final design.

The conclusions of the July 7, 2021 Final Noise Analysis Report remain valid, and all analysis remains consistent with the 2021 noise analysis, aside from the modifications to the project scope as described in this document.

The DBBV team shall re-evaluate the noise analysis for conformity during final design and coordinate the findings with INDOT EPO prior to advancement of construction. This has been added as a firm project commitment.

## 6.0 Commitments

All commitments made in the approved environmental document remain valid; however, based upon the proposed modifications and coordination, the following firm commitments shall be amended from the approved 2023 CE4 (Appendix B, B-31 to B-32).

**Firm:**

1. Any work in a wetland area within ROW or in borrow/waste areas is prohibited unless specifically allowed in the United States Army Corps of Engineers (USACE) permit. (INDOT ESD)

2. The design team will be responsible for providing necessary environmental documentation, including environmental re-evaluations, based on the final design. (INDOT EPO)

3. The design team shall re-evaluate the noise analysis for conformity during final design and coordinate the findings with INDOT EPO prior to advancement of construction. (INDOT EPO)

4. Culvert and bridge inspections occurred on July 17, 2024, by American Structurepoint, Inc., and the results indicated no signs of bats were present. US Fish and Wildlife Service (USFWS) Bridge/Structure Assessments are only valid for two years. If construction will begin after July 17, 2026, an inspection of the structures by a qualified individual must be performed. Inspection of the structures should check for presence of bats/bat indicators and/or presence of birds. The results of the inspection must indicate no signs of bats or birds. If signs of bats or birds are documented during this inspection, the INDOT District Environmental Manager must be contacted immediately. (USFWS)

5. The structures and the project's surrounding habitat are conducive for use (i.e. nests) by a bird species protected under the Migratory Bird Treaty Act (MBTA). Prior to the start of nesting season (May 1) the structures must be inspected for birds or signs of birds. If birds or signs of birds are found during the inspections avoidance and minimization measures must be implemented prior to the start of and during the nesting season. Nests without eggs or young should be removed prior to construction during the non-nesting season (September 8 to April 30) and during the nesting season if no eggs or young are present. Nests with eggs or young cannot be removed or disturbed during the nesting season (May 1 to September 7). Nests with eggs or young should be screened or buffered from active construction. Details of the required procedures are outlined in the *Potential Migratory Bird on Structure* 107-C-273 Recurring Special Provision (RSP). (USFWS)

## 7.0 Conclusions

The revised project still meets the original purpose and need specified in the approved 2023 CE4 and 2023 NTF documents. The changes to the scope of the project are not anticipated to result in significant changes to the impacts on the environment outside of those previously documented in the approved 2023 CE4 and 2023 NTF. Unless specifically detailed in this document, the discussions and analysis of the environmental impacts in the approved 2023 CE4 and 2023 NTF remain valid.

The following signature lines have been provided for approval of this document.

Drew Passmore

December 6, 2024

INDOT Environmental Services Division — Approval Date

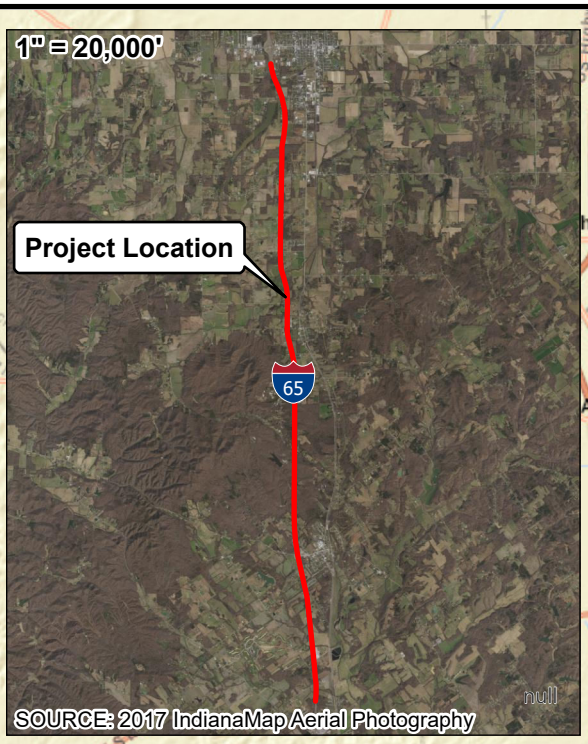
PATRICK ALLEN CARPENTER

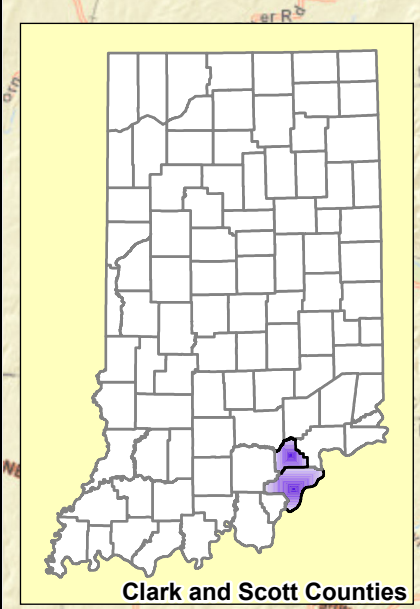
Digitally signed by PATRICK ALLEN CARPENTER
Date: 2024.12.18 08:20:16 -05'00'

Federal Highway Administration — Approval Date

# Table of Contents for Appendix Items

# Appendix A: Graphics




Project Location

Source: ESRI Street Map North America

Not to Scale

Path: P:\2019\00172D. Drawings\Environmental\I65 ATL\I65 bridge inspection field map\I65 bridge inspection field map.aprx Date:9/30/2024 User:psamra

AMERICAN STRUCTUREPOINT INC.

# State Location Map

INDOT Seymour District
185 Agrico Lane
Seymour, IN 47274

I-65 Added Travel Lanes & Road Reconstruction
Des. No. 1700135 (Lead)
Location: Henryville and Scottsburg
Township: Monroe, Union, and Vienna
County: Clark and Scott
State: Indiana
Date: 09/30/2024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AMERICAN STRUCTUREPOINT INC.

# 2017 Aerial Photography

INDOT Seymour District
185 Agrico Lane
Seymour, IN 47274

I-65 Added Travel Lanes & Road Reconstruction
Des. No. 1700135 (Lead)
Location: Henryville and Scottsburg
Township: Monroe, Union, and Vienna
County: Clark and Scott
State: Indiana
Date: 09/30/2024

# Appendix B: Previous NEPA Documentation

FHWA-Indiana Environmental Document

# CATEGORICAL EXCLUSION / ENVIRONMENTAL ASSESSMENT FORM

## GENERAL PROJECT INFORMATION

| | |
|---|---|
| **Road No./County:** | Interstate (I)-65 / Clark and Scott Counties |
| **Designation Number(s):** | Lead Des 1700135 (I-65 Mainline Improvements and ITS)<br>1600744 & 1600750 (I-65 Bridge over Blue Lick Creek)<br>1600729 & 1600733 (I-65 Bridge over Caney Fork)<br>2001600 & 2001601 (I-65 Bridge over Brownstown Road)<br>2001604 & 2001605 (I-65 Bridge over Pigeon Roost Creek)<br>2001603 County Line Road Bridge over I-65<br>2001607 Lake Road Bridge over I-65<br>2001593 Small Structure Replacement<br>2001594 Small Structure Replacement<br>2001595 Small Structure Replacement<br>2001596 Small Structure Replacement<br>2001597 Small Structure Replacement<br>2001598 Small Structure Replacement<br>2001599 Small Structure Replacement |
| **Project Description/Termini:** | Added Travel Lanes and Road Reconstruction on I-65 from 0.5 Mile North of Blue Lick Road to 0.5 Mile South of State Road (SR) 56 |

| | |
|---|---|
| | **Categorical Exclusion, Level 2** – Required Signatories: INDOT DE and/or INDOT ESD |
| | **Categorical Exclusion, Level 3** – Required Signatories: INDOT ESD |
| X | **Categorical Exclusion, Level 4** – Required Signatories: INDOT ESD and FHWA |
| | **Environmental Assessment (EA) –** Required Signatories: INDOT ESD and FHWA |
| | **Additional Investigation (AI)** – The proposed action included a design change from the original approved environmental document. Required Signatories must include the appropriate environmental approval authority |

**Approval**

_____
INDOT DE Signature and Date

Drew Passmore January 6, 2023
INDOT ESD Signature and Date

Erica Tait Digitally signed by Erica Tait Date: 2023.01.17 12:24:06 -05'00'
FHWA Signature and Date

**Release for Public Involvement**

_____
INDOT DE Initials and Date

ATR 8/31/2022
INDOT ESD Initials and Date

**Certification of Public Involvement**

Gregory F Carlefa 10/5/22
INDOT Consultant Services Signature and Date

**INDOT DE/ESD Reviewer Signature and Date:**

Terri Fair 11/1/2022

**Name and Organization of CE/EA Preparer:** Brian C. Shaw, Beam, Longest and Neff LLC.

*Version: December 2021*

*Note: Refer to the most current INDOT CE Manual, guidance language, and other ESD resources for further guidance regarding any section of this form.*

# Part I – Public Involvement

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

| | Yes | No |
|---|---|---|
| Does the project have a historic bridge processed under the Historic Bridges PA*? | | X |
| If No, then: | | |
| Opportunity for a Public Hearing Required? | X | |

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

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

Notice of Entry letters were not mailed since the project was scoped to stay within the existing Indiana Department of Transportation (INDOT) right-of-way along I-65.

**Project Does Meet**

The project met the minimum requirements described in the current *Indiana Department of Transportation (INDOT) Project Development Public Involvement Procedures Manua*l which requires the project sponsor to offer the public an opportunity to submit comments and/or request a public hearing. Therefore a legal notice appeared in *News and Tribune* newspaper on September 14, 2022 and September 21, 2022 offering the public the opportunity to request a public hearing or express their concerns by submitting comments about the project on or before September 28, 2022. Direct mailings of the legal notice were also mailed to adjacent property owners and stakeholders. BLN received public comment on the project from one adjacent property owner. There were questions if right-of-way acquisition would be required and would there be noise abatement for the project. BLN coordinated with the property owner during a phone conversation on September 19, 2022. BLN confirmed no additional permanent or temporary right of way would be required for the project. The legal notice indicated that the project also includes a noise abatement wall approximately 1,400 feet along the east side of the northbound I-65 lanes, approximately 0.5 mile south of SR 160.

There were questions about the noise study conducted for the project and if there would be a noise abatement wall along the west side of the southbound I-65 lanes across from the proposed noise abatement wall along the east side of the I-65 northbound lanes. BLN indicated that as part of the noise analysis, a noise abatement wall (NB 21) was evaluated along the west side of I-65 that included the property owner's residence. The noise abatement wall was considered feasible based on engineering and a 5 dba noise reduction to a majority of receivers. However the cost per benefitted receiver exceeded $25,000 and did not meet the reasonable criteria required for inclusion in the project. For the noise abatement wall (NB 3) along the east side of I-65, the noise abatement wall was considered feasible based on engineering and a 5 dba noise reduction to a majority of receivers. The cost per benefitted receiver did not exceed $25,000 and it did meet the reasonable criteria required for inclusion. BLN indicated that based on the current studies, noise abatement is likely, but not guaranteed, and the noise analysis will be re-evaluated during the final design. The final decision on the installation of any abatement measure(s) will be made upon the completion of the project's final design and the public involvement process.

BLN was asked if a copy of the noise analysis report could be provided. BLN emailed a copy of the noise analysis report for review on September 21, 2022 and indicated if there were any questions or if there were additional comments to please call or email. The property owner did not request a public hearing be held. There were no other comments or requests for a public hearing received. The hearing certification documents, and record of phone conversation can be found in Appendix I, pages 1-11.

## Public Controversy on Environmental Grounds

*Discuss public controversy concerning community and/or natural resource impacts, including what is being done during the project to minimize impacts.*

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

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

Sponsor of the Project: INDOT INDOT District: Seymour

Local Name of the Facility: Interstate 65

Funding Source (*mark all that apply*): Federal [X] State [X] Local [ ] Other* [ ]

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

## PURPOSE AND NEED:

*The need should describe the specific transportation problem or deficiency that the project will address. The purpose should describe the goal or objective of the project. The solution to the traffic problem should NOT be discussed in this section.*

**Need**: The project need is due to deteriorating pavement conditions, current and future capacity deficiencies, safety issues and compliance with 4R Freeway design criteria.

The section of I-65 proposed for improvement was originally constructed as thick-jointed, reinforced concrete pavement between 1958 and 1960. Existing pavement includes inventoried wet spots on travel lanes with stripping occurring in the Hot Mix Asphalt (HMA) layers beneath the pavement surface. HMA stripping leads to decreased structural support, rutting, cracking (fatigue and longitudinal) and impacting the strength of the roadway and occurs when there is loss of bonding between aggregates and the asphalt binder because of moisture in the pavement. Typically this begins at the bottom of the HMA layer and progresses upward. The original underdrain system for I-65 was installed between 1958 and 1960. The underdrain construction was not continuous along all edges of pavement edge. The current underdrain system which includes a geocomposite edge drain retrofit installed in the late 1980s is not performing as intended. These geocomposite edge drains installed to supplement the original underdrain systems are being removed when encountered as they do not drain water from the pavement as intended.

Bridges carrying I-65 over county roads and waterways were also originally constructed between 1958 and 1960. The INDOT bridge inspection reports dated April14, 2021 and August 3, 2021 (Appendix H, Page 114), revealed a combination of cracking and delamination in the approach pavements, bridge decks, barriers.

In January 2019, Crawford, Murphy and Tilly, Inc. prepared a Program Analysis and Engineering Assessment Report for INDOT (Appendix H, page 412) along the I-65 Corridor between Memphis Road in Clark County and SR 56 in Scott County. The report included capacity analyses for existing and future projected traffic volumes utilizing the existing roadway configuration of two travel lanes, both northbound and southbound. The baseline for the analysis utilized traffic volumes obtained in 2018 from count stations located one mile north of Memphis Road and one mile north of SR 160. The report separates I-65 into two distinct freeway segments for the analysis. The first segment is from the Memphis Road interchange to the SR 160 interchange, and the second segment is from SR 160 north to the SR 56 interchange at Scottsburg, Indiana. Both segments are rural in nature. The current level of service (LOS) results for existing conditions is shown below:

| I-65 Segment | Travel Direction | Level of Service (LOS) |
|---|---|---|
| Memphis Road to SR 160 (South Segment) | Northbound | C |
| | Southbound | D |
| SR 160 to SR 56 (North Segment) | Northbound | C |
| | Southbound | B |

The Highway Capacity Manual was used to analyze projected traffic volumes to determine approximate years where LOS would fall below minimum criteria. The minimum acceptable LOS for a rural freeway is LOS C. Southbound I-65 between Memphis Road and SR 160 is already operating below the minimum LOS at LOS D.

Standard practice for the evaluation of future capacity of roadway segments requires the analysis of roadway segments in the present year and 20 years in the future with an applied growth rate for projected traffic volumes. A growth rate is selected based on recorded historic traffic growth. Historical traffic counts from the two count stations within the project limits and discussion with INDOT's Modeling Team were used to develop an appropriate traffic growth rate to analyze future capacity for the sections of I-65 involved in the project. Using known traffic count data for Average Annual Daily Traffic from existing count stations, growth rates varying between 3.1% and 5.8% per year were identified, with an average annual growth rate of 4.8% from 2011 to 2022. Due to

these high growth rates, INDOT chose to complete two analyses to evaluate the future capacity of the project corridor using 1% and 1.5% annual growth rates. Growth rates of 1% and 1.5% were used for annual traffic growth in the project corridor for future traffic volumes. A 1% annual growth rate is typical for an average growth rate used for projects Statewide. A 1.5% growth rate is used to represent the higher-than-average growth noted historically in the project corridor.

The table below is taken from the Engineering Assessment Report prepared for INDOT. As previously stated, the segment of I-65 from Memphis Road to SR 160 is presently operating at LOS D, which is less than the minimum standard LOS C. At a growth rate of 1.5%, it is expected that the LOS in the southern segment will degrade to LOS E in 2029. At 1.5 % growth, the existing northern segment will operate at LOS D by 2038, which is sooner than the horizon year of 2045 for the project. Based on this information, it is anticipated that if the additional third travel lane is not added as part of this project, the segment will fail to operate at the minimum LOS C for the project prior to reaching its design life expectancy in 2045. The LOS presented in the table below for each growth rate is followed by the projected year it is reached based on traffic growth projections. In summary, any LOS below LOS C reached by the year 2045 is unacceptable per minimum design standards.

It should be noted that use of the 1.5% growth rate for traffic projects, which is significantly less than the actual historic growth rates identified, results in unacceptable LOS for the facility within the next 20 years.

| I 65 Segment | Level of Service and Year for 1% Growth Rate | Level of Service and Year for 1.5% Growth Rate |
|---|---|---|
| Memphis Road to SR 160 (Southern Segment) | LOS D in 2018 | LOS D in 2018 |
| | LOS E in 2033 | LOS E in 2029 |
| SR 160 to SR 56 (Northern Segment) | LOS D in 2047 | LOS D in 2038 |
| | LOS E in >2050 | LOS E in 2050 |

The Engineering Assessment Report also contains a safety analysis to evaluate crash history along I-65 within the project limits. INDOT provided crash data along I-65 between Mile Markers 16.5 and 29.0 in Clark and Scott Counties. The analysis period used is between January 2015 and October 2018. The crash data for the study corridor was input into INDOT's Road Hazard Analysis Tool (Road HAT) crash analysis program to compare the crash factors for segments within the project with those for similar facilities statewide. Indices of Crash Frequency (ICF) and Indices of Crash Cost (ICC) are calculated by the Road HAT to determine how a segment's crash history and severity compare to other similar roadway segments across Indiana. The Index of Crash Frequency (ICF) measures the difference between the expected and reported number of crashes divided by the standard deviation of the difference in the estimate. For example, ICF=2 indicates that the number of crashes exceeds the expected number of crashes for that type of roadway by two standard deviations. An ICF of 0 indicates that a roadway is performing as expected. It is recommended that any ICF over 0 be discussed with INDOT Traffic Safety. The Index of Crash Cost (ICC) measures the difference between expected and reported crash costs. The ICC is used to consider the severity of crashes. For example, a road segment or intersection has an ICF = 0.3 but the calculated ICC = 1.8. These results mean that the number of crashes over the analysis period is close to expected for that facility but the severity of those same crashes is much higher that nominal; therefore, design solutions should be sought to reduce the severity of future crashes.

The project was analyzed in Road Hat for the southern segment from Memphis Road to SR 160 (Mile Marker 16.5 to Mile Marker 19) and the northern segment from SR 160 to SR 56 (Mile Marker 19 to Mile Marker 29). The southern segment of the project from Memphis Road to SR 160 had an ICF of 2.70 and an ICC of 3.30. The expected number of crashes computed by Road HAT 3.0 for the southern segment is 10.34 crashes per year with the recorded values averaging 26 crashes per year from 2015 through 2018. The northern segment of the project from SR 160 to SR 56 had an ICF of 1.37 and ICC of 6.02. The expected crash frequency computed by Road HAT for the Northern Segment is 35.62 crashes per year, with the number of recorded crashes averaging 72 per year from 2015 through 2018. Based on the results of the crash analysis completed for the project segments, the ICF in the southern segment exceeds the average number of crashes for a similar facility by 2 standard deviations and is not performing as expected for a similar facility. Based on the Engineer Assessment Report and the results from Road HAT it may be beneficial to supplement I-65 with additional guardrail or additional clear zone improvements along this segment. The wider inside and outside shoulders that will be designed in all scenarios will also provide safety benefits.

A significant percentage (36%) of all crashes in the northern segment from Mile Marker 26 to Mile Marker 29 resulted in injury or fatality (26 crashes out of 73 total over a 4-year period). Out of a total of 498 crashes during the study period, it should be noted that 96 of these crashes occurred during construction activities in the area and 60 out of the 498 crashes were weather related. Three head on collision crashes occurred between Mile Makers 27.0 and 29.0, where cable-railing had not been installed. The primary types of collisions of the 498 total crashes were 39% "ran off road" crashes, 17% "same direction sideswipe" crashes, 16% "collision with objects in the roadway or deer" crashes, 15% "rear-end" crashes, and the remaining 13% were an assortment of other types of collisions.

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**Summary of Index of Crash Frequency (ICF) and Index of Crash Cost (ICC)**

| Segment | ICF | ICC |
|---|---|---|
| Southern | 2.70 | 3.30 |
| Northern | 1.37 | 6.02 |

As documented in the INDOT 2018-2045 Long Range Transportation Plan, INDOT has identified roadway corridors critical to mobility and economic activity in Indiana. I-65 has been identified as a Statewide Mobility Corridor and INDOT is currently expanding segments of the I-65 corridor from four to six lanes and has plans to continue expanding segments of the I-65 corridor from four to six lanes. The LOS and crash data support the improvements as part of the Statewide Mobility Corridor. Portions of I-65 between Indianapolis and Louisville have already been expanded from a four-lane cross-section to a six-lane cross-section. As a Statewide Mobility Corridor, the roadway is meant to provide mobility across the state by providing safe, free flowing, high-speed connections between the metropolitan areas of Indiana and surrounding states. Statewide Mobility Corridors also serve as the freight arteries and are important for economic development. Interstate Highway 65 is identified as a U.S. Department of Transportation (U.S. DOT) primary freight network with a large volume of heavy trucks. The improvements made under 4R Design criteria will also provide improved LOS and added capacity for expected traffic growth on I-65, widened shoulders, clear zone improvements, and upgraded signage and pavement markings.

**Purpose:** The project purpose is to extend the remaining service life to a minimum of 20 years, by addressing underlying subgrade and drainage issues, address the projected transportation demand in design year 2043 by improving the level of service to a LOS of C or higher, and ensuring compliance with 4R Freeway design criteria, all of which impact the mobility and safety of the traveling public.

## PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Clark and Scott Municipality: N/A

Limits of Proposed Work: From 0.5 mile north of Blue Lick Road to 0.5 mile south of SR 56

Total Work Length: 12.8 Mile(s) Total Work Area: 410 Acre(s)

| | Yes[1] | No |
|---|---|---|
| Is an Interstate Access Document (IAD)[1] required? | | X |
| If yes, when did the FHWA provide a Determination of Engineering and Operational Acceptability? | Date: | |

[1] *If an IAD is required; a copy of the approved CE/EA document must be submitted to the FHWA with a request for final approval of the IAD.*

*Describe location of project including township, range, city, county, roads, etc. Existing conditions should include current conditions, current deficiencies, roadway description, surrounding features, etc. Preferred alternative should include the scope of work, anticipated impacts, and how the project will meet the Purpose and Need. Logical termini and independent utility also need discussed.*

**Location:**
The project is on I-65, from 0.5 mile north of Blue Lick Road to 0.5 mile south of SR 56 in Clark and Scott Counties, Indiana. Specifically, the project is located in Parts 220, 237, 238, 253, 254, 269, 270, and 283 of the Plat of Clark's Grant and Section 19, 30, and 31, Township 2 North, Range 7 East, in Clark County, Section 6, 7, and 18, Township 2 North, Range 7 East and Section 19, 30, and 31, Township 3 North, Range 7 East in Scott County as illustrated on the Scottsburg and Henryville, Indiana 7.5-minute USGS Topographic Quadrangle map. Project maps and ground level photographs are provided in Appendix B.

**Existing Conditions**:
I-65 is limited-access divided highway, classified as an Interstate and designated as part of Indiana's interstate system. The roadway is also part of the National Highway System, and National Truck Network. The existing I-65 northbound and southbound cross sections have similar layout with a paved width that is approximately 38 feet that consist of two 12-foot-wide travel lanes (two northbound lanes and two southbound lanes) divided by a 60-foot-wide depressed median (52 feet of grass). Paved 10-foot-wide shoulders are provided along the outside travel lanes with guardrail. Paved 4-foot-wide shoulders are located adjacent to the inside travel lanes. The posted speed limit is 70 miles per hour (mph). I-65 includes 45,669 vehicles per day (VPD) for projected year 2023 and is anticipated to include 49,452 VPD for design year 2043. Approximately 32% of the current average annual daily traffic is attributed to heavy truck traffic.

**Preferred Alternative**:
The preferred alternative consists of full mainline roadway replacement for the entire project limits from 0.5 miles north of the I-65 Blue Lick Creek Interchange (RP 16+27) north to a point 0.5 miles south of the I-65 / SR 56 Interchange (RP 29+10). An additional added travel lane will be included to a portion of northbound and southbound I-65 by widening toward the median. The added travel lane cross-section will start from 0.5 mile north of the I-65 Blue Lick Creek Interchange (RP 16+27) north to approximately 2.24 miles south of the I-65 / SR 56 Interchange (RP 27+12). From 1.56 miles south of SR 56 to 0.5 mile south of SR 56, the preferred alternative will consist of full mainline replacement, but without the northbound and southbound added travel lane to the median. Total project length is 12.8 miles. Design plans are included in Appendix B, page 12.

The I-65 northbound (NB) and southbound (SB) cross sections will have a similar layout with a paved width that is approximately 62 feet. The cross-section will consist of three 12-foot-wide travel lanes, separated by a two-foot six-inch-wide concrete median barrier. Paved 12-foot shoulders are provided along the outside travel lanes. Paved 14-foot-wide shoulders are located adjacent to the inside travel lanes.

The proposed I-65 NB and SB cross-section from 2.3 miles south of SR 56 to 0.5 mile south of SR 56 will have a similar layout with a paved width that is approximately 44 feet that consists of two 12-foot-wide travel lanes (two NB, two SB) separated by a 60-foot depressed median and 4-foot paved shoulders and grass. Paved 12-foot shoulders are provided along the outside travel lanes and paved 8-ft shoulders are located adjacent to the inside travel lanes. Guardrail will be provided as necessary along the corridor as required. Work at the SR 160 / I-65 interchange will include shoulder replacement and resurfacing of access ramps. The interchange will remain open during construction.

The Henryville Rest Area and Tourist Information Center is on I-65 approximately 1.3 miles south of CR 600 South. The rest area includes facilities on the east side of northbound I-65 and on the west side of southbound I-65. The southbound rest area will include milling and resurfacing of approximately 760 feet on the exit ramp from I-65 to the rest area and milling and resurfacing of approximately 365 feet on the entry ramp from the rest area to I-65. The northbound rest area will also include milling and resurfacing of approximately 890 feet on the exit ramp from I-65 to the rest area and milling and resurfacing of approximately 335 feet on the entry ramp from the rest area to I-65. The rest areas are anticipated to be partially closed during the phase of construction occurring on that side of I-65.

As part of the improvement efforts, six sets of twin bridges carrying I-65 northbound and southbound over three waterways, Blue Lick Creek, Caney Fork, and Pigeon Roost Creek, will be rehabilitated, and widened towards the interior to facilitate the additional improvements. Rehabilitation efforts will include deck overlays and joint repairs, substructure repairs, guardrail upgrades and approach slab replacement. Two bridges carrying County Line Road and Lake Road over I-65 will also be rehabilitated. The I-65 bridge over Brownstown Road will be rehabilitated and widened. The County Line Road and Lake Road bridges over I-65 will be closed during construction activities. Brownstown Road will be closed during construction. All three bridges will incorporate a detour route for local traffic. A description of the detour routes for each bridge are included as part of the Maintenance of Traffic (MOT) During Construction section in this document. There are 25 existing pipe culverts including corrugated metal pipes, reinforced concrete pipes and high-density polyethylene pipes along the preferred alternative corridor. The preferred alternative will include replacement of 14 of the 25 pipes. The remaining 11 pipes will not include any work.

Three additional bridges within the preferred alternative limits will not include any construction activities as part of the preferred alternative scope. Those bridges include Biggs Road over I-65, which is approximately 0.60 miles north of Blue Lick Road, Winding Road bridge over I-65, which is approximately 1.3 miles north of SR 160 and Leota Road over I-65, which is approximately 2.6 miles south of SR 56.

The preferred alternative will include replacement of an Automatic Traffic Recorder (ATR) at RP 19.8. The project also currently includes a noise abatement wall approximately 1,400 feet along the east of the northbound I-65 lanes, approximately 0.5 mile south of SR 160. Based on the studies thus far accomplished, the State of Indiana has identified that noise abatement is likely, but not guaranteed at this location. A re-evaluation of the noise analysis will occur during final design. The final decision on the installation of any abatement measure(s) will be made upon the completion of the project's final design and the public involvement process. The preferred alternative will meet the purpose and need for the project by providing an acceptable level of service, LOS C, in the design year, 2043, improve the overall safety by improving clear zone and widening shoulders for the roadway and be in compliance with 4R Freeway design criteria.

**Logical Termini/Independent Utility**:
The project has demonstrated independent utility through function improvement of the existing roadway, bridges, and small structures. The project is independent and usable even if no additional transportation improvements in the area are incorporated. The project would not require other improvements to meet its purpose and need and can be constructed without dependence on

construction of other projects in the area. The project would not restrict the consideration of alternatives for other reasonably foreseeable transportation improvements or require a need for improvements beyond its termini or on intersecting routes. The logical terminus to the south ties the existing six-lane cross section 0.5 mile north of the I-65 Blue Lick Creek Interchange (RP 16+27). The logical terminus to the north is approximately 0.5 miles south of the I-65 / SR 56 Interchange (RP 27+12). The northern terminus will end short of the influence of the SR 56 interchange to reduce the turbulence i.e. reduce the lane weaving in the traffic flow by providing separation distance. The terminus at the northern end of the project varies as the additional right lane for the off ramp at the SR 56 interchange and the additional median side travel lane are tapered and transition in different locations. The different transition locations help to avoid congestion associated with simultaneous merges occurring on different lanes on both sides of the roadway. These rational endpoints are near interchange locations as these are points where traffic volumes will change, due to the access provided to the roadway.

## OTHER ALTERNATIVES CONSIDERED:

*Provide a header for each alternative. Describe all discarded alternatives, including the No Build Alternative. Explain why each discarded alternative was not selected. Make sure to state how each alternative meets or does not meet the Purpose and Need and why.*

**The Do Nothing Alternative**

The "Do Nothing" alternative was considered for the proposed project. The "Do Nothing" alternative would not address the overall purpose and need of the project which is to address the deteriorated features of the roadway and bridges throughout the project corridor and improve mobility, reduce potential delays and improve safety along the project corridor. For the stated reasons, the "Do Nothing" alternative was not considered further.

**Roadway Reconstruction Without Widening**

This alternative would rehabilitate the pavement along the I-65 corridor without shoulder bridge widening or additional travel lanes. This alternative would address the overall deteriorated features of the roadway and bridges throughout the project corridor but would not meet the purpose and need for the project . In addition this alternative would not meet the INDOT goal to continue expanding segments of I-65 from four to six lanes along the project corridor, as documented in the INDOT 2018-2045 Long Range Transportation Plan. For these reasons, this alternative was dismissed from further consideration.

**The No Build Alternative is not feasible, prudent or practicable because** (*Mark all that apply*):

| | |
|---|---|
| It would not correct existing capacity deficiencies; | X |
| It would not correct existing safety hazards; | X |
| It would not correct the existing roadway geometric deficiencies; | |
| It would not correct existing deteriorated conditions and maintenance problems; or | X |
| It would result in serious impacts to the motoring public and general welfare of the economy. | |
| Other (Describe): | |

## ROADWAY CHARACTER:

*If the proposed action includes multiple roadways, complete and duplicate for each roadway.*

**I-65 Road Reconstruction and Added Travel Lane – From 0.5 mile north of the I-65 Blue Lick Creek Interchange (RP 16+27) north to approximately 2.24 miles south of the I-65 / SR 56 Interchange (RP 27+12).**

| | | | | | |
|---|---|---|---|---|---|
| Name of Roadway | I-65 | | | | |
| Functional Classification: | Principal Arterial | | | | |
| Current ADT: | 45,669 | VPD (2023) | Design Year ADT: | 49,452 | VPD (2043) |
| Design Hour Volume (DHV): | 3,398 | Truck Percentage (%) | 32 | | |
| Designed Speed (mph): | 70 | Legal Speed (mph): | 70 | | |

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| | Existing | | Proposed | |
|---|---|---|---|---|
| Number of Lanes: | 2 | | 3 | |
| Type of Lanes: | 12- foot travel lanes | | 12- foot travel lanes | |
| Pavement Width: | 38 per half | ft. | 62 per half | ft. |
| Shoulder Width: | 10 outside<br>4 median | ft. | 12 ft outside<br>14ft median | ft. |
| Median Width: | 60 | ft. | 30.6 | ft. |
| Sidewalk Width: | N/A | ft. | N/A | ft. |

| | | | | | | |
|---|---|---|---|---|---|---|
| Setting: | | Urban | | Suburban | X | Rural |
| Topography: | X | Level | | Rolling | | Hilly |

**I-65 Road Reconstruction – From 1.56 miles south of the I-65 / SR 56 Interchange (RP 27+80) to 0.5 miles south of the I-65 / SR 56 Interchange (RP. 29+10)**

Name of Roadway I-65
Functional Classification: Principal Arterial
Current ADT: 45,669 VPD (2023) Design Year ADT: 49,452 VPD (2043)
Design Hour Volume (DHV): 3,398 Truck Percentage (%) 32
Designed Speed (mph): 70 Legal Speed (mph): 70

| | Existing | | Proposed | |
|---|---|---|---|---|
| Number of Lanes: | 2 | | 2 | |
| Type of Lanes: | 12- foot travel lanes | | 12- foot travel lanes | |
| Pavement Width: | 38 per half | ft. | 38 per half | ft. |
| Shoulder Width: | 10 outside<br>4 median | ft. | 10 outside<br>4 median | ft. |
| Median Width: | 60 | ft. | 60 | ft. |
| Sidewalk Width: | N/A | ft. | N/A | ft. |

| | | | | | | |
|---|---|---|---|---|---|---|
| Setting: | | Urban | | Suburban | X | Rural |
| Topography: | X | Level | | Rolling | | Hilly |

## BRIDGES AND/OR SMALL STRUCTURE(S):

*If the proposed action includes multiple structures, complete and duplicate for each bridge and/or small structure. Include both existing and proposed bridge(s) and/or small structure(s) in this section.*

**I-65 Over Blue Lick Creek – Des. No. 1600744 & 1600750**

Structure/NBI Number(s): I65-016-04220 ENBL & ESBL / 034850 & 034860
Sufficiency Rating: 84.8 out of 100 (NBL & SBL), INDOT Bridge Inspection Report
(Rating, Source of Information)

| | Existing | | Proposed | |
|---|---|---|---|---|
| Bridge/Structure Type: | Reinforced Concrete Girder | | Prestress Spread Box Beams | |
| Number of Spans: | 3 | | 3 | |
| Weight Restrictions: | None | ton | None | ton |
| Height Restrictions: | N/A | ft. | N/A | ft. |
| Curb to Curb Width: | 2@39.5 | ft. | 2@ 62.58 | ft. |
| Outside to Outside Width: | 2 @42.75 | ft. | 2 @65.41 | ft. |
| Shoulder Width: | 10 & 5.5 | ft. | 12.71 & 13.88 | ft. |

*Describe impacts and work involving bridge(s), culvert(s), pipe(s), and small structure(s). Provide details for small structure(s): structure number, type, size (length and dia.), location and impacts to water. Use a table if the number of small structures becomes large. If the table exceeds a complete page, put it in the appendix and summarize the information below with a citation to the table.*

The existing I-65 bridges over Blue Lick Creek, northbound and southbound, are twin reinforced concrete girder bridges with a width of 79.09 feet and length of 120.5 feet. The twin bridges are approximately 2.68 miles south of SR 160 in Clark County, Indiana. The bridges will be widened in kind to include an additional northbound and southbound inside travel lane and the superstructures replaced with prestressed spread concrete box beams. The existing substructure units will be widened by approximately 25.88 feet, each to the interior of the I-65 median along the 27-degree skew of Blue Lick Creek. Permanent stream impacts will include 66.4 feet for pier construction and riprap placement and the temporary stream impacts will include 175 feet for access to piers and temporary cofferdams.

**I-65 Over Caney Fork – Des. No. 1600729 & 1600733**

Structure/NBI Number(s): I65-017-04222 ENBL & ESBL / 034880 & 034890 Sufficiency Rating: 83.7 out of 100 (NBL & SBL), INDOT Bridge Inspection Report
(Rating, Source of Information)

| | Existing | | Proposed | |
|---|---|---|---|---|
| Bridge/Structure Type: | Reinforced Concrete Girder | | Prestress Spread Box Beams | |
| Number of Spans: | 3 | | 3 | |
| Weight Restrictions: | None | ton | None | ton |
| Height Restrictions: | N/A | ft. | N/A | ft. |
| Curb to Curb Width: | 2 @ 39.5 | ft. | 2@62.58 | ft. |
| Outside to Outside Width: | 42.75 | ft. | 2 @65.41 | ft. |
| Shoulder Width: | 10 & 5.5 | ft. | 12.71 & 13.88 | ft. |

*Describe impacts and work involving bridge(s), culvert(s), pipe(s), and small structure(s). Provide details for small structure(s): structure number, type, size (length and dia.), location and impacts to water. Use a table if the number of small structures becomes large. If the table exceeds a complete page, put it in the appendix and summarize the information below with a citation to the table.*

Existing I-65 over Caney Fork northbound and southbound structures are twin reinforced concrete girder bridges with a clear roadway width of 39.5 feet and structure length of 135.56 feet, approximately 1.81 miles south of SR 160 located in Clark County, Indiana. The existing bridge will be widened in kind to include an additional northbound and southbound inside travel lane and the superstructures will be replaced with prestressed spread concrete beams. The existing substructure units will be widened by approximately 23.15 ft. each to the interior of the I65 median. Permanent stream impacts will include 69.5 feet for pier construction and riprap placement. The temporary stream impacts will include 162 feet for access to piers and temporary cofferdams.

**I-65 Over Brownstown Road – Des. No. 2001600 & 2001601**

Structure/NBI Number(s): I65-021-09939 ASBL & I65-021-09940 ANBL 034921 & 034911 Sufficiency Rating: 96.3 out of 100 (NBL & SBL), INDOT Bridge Inspection Report
(Rating, Source of Information)

| | Existing | | Proposed | |
|---|---|---|---|---|
| Bridge/Structure Type: | Steel Beam | | Steel Beam | |
| Number of Spans: | 1 | | 1 | |
| Weight Restrictions: | None | ton | None | ton |
| Height Restrictions: | N/A | ft. | N/A | ft. |
| Curb to Curb Width: | 39.5 | ft. | 63.29 | ft. |
| Outside to Outside Width: | 42.33 | ft. | 66.13 | ft. |
| Shoulder Width: | 10.67 & 4.67 | ft. | 13.42 & 13.88 | ft. |

*Describe impacts and work involving bridge(s), culvert(s), pipe(s), and small structure(s). Provide details for small structure(s): structure number, type, size (length and dia.), location and impacts to water. Use a table if the number of small structures becomes large. If the table exceeds a complete page, put it in the appendix and summarize the information below with a citation to the table.*

The existing I-65 bridges over Brownstown Road northbound and southbound are twin steel beam bridges with a width of 39.5 feet and structure length of 75 feet, are approximately 2.03 miles north of SR 160 in Clark County, Indiana. The existing twin steel beam bridges will be rehabilitated and widened "in-kind" to the median of I65. The existing substructure units will be widened by approximately 27.75 ft. each to the interior of the I65 median. No permanent or temporary impacts to any waterways or channel are anticipated for this structure. Brownstown Road will be closed during construction and the MOT will incorporate the use of a detour route using local roads.

**County Line Road Bridge over I-65 – Des. No. 2001603**

Structure/NBI Number(s): I65-023-04227B / 034930 Sufficiency Rating: 88.4 out of 100 (NBL & SBL), INDOT Bridge Inspection Report (Rating, Source of Information)

| | Existing | | Proposed | |
|---|---|---|---|---|
| Bridge/Structure Type: | Reinforced Concrete Girder | | Steel Beam | |
| Number of Spans: | 4 | | 4 | |
| Weight Restrictions: | None | | None | ton |
| Height Restrictions: | N/A | | N/A | ft. |
| Curb to Curb Width: | 24 | | 28.0 | ft. |
| Outside to Outside Width: | 29.4 | | 31.0 | ft. |
| Shoulder Width: | NA | | 4.0 & 4.0 | ft. |

*Describe impacts and work involving bridge(s), culvert(s), pipe(s), and small structure(s). Provide details for small structure(s): structure number, type, size (length and dia.), location and impacts to water. Use a table if the number of small structures becomes large. If the table exceeds a complete page, put it in the appendix and summarize the information below with a citation to the table.*

The existing County Line Road bridge over I-65 is a single span steel beam bridge with a width of 39.5 feet and structure length of 211.4 feet and is approximately 4.46 miles north of SR 160 in Clark and Scott County, Indiana. The existing bridge will be widened in kind and the superstructures will be replaced with prestressed spread concrete beams. There are no permanent or temporary impacts to any waterways or channel anticipated for this structure. County Line Road will be closed during construction and the MOT will incorporate the use of a local detour route using local roads.

**I-65 Bridge Over Pigeon Roost Creek – Des. No. 2001604 & 2001605**

Structure/NBI Number(s): I65-024-04229 CNBL & CSBL / 034940 & 034950 Sufficiency Rating: 84.7 out of 100 (NBL & SBL), INDOT Bridge Inspection Report (Rating, Source of Information)

| | Existing | | Proposed | |
|---|---|---|---|---|
| Bridge/Structure Type: | Prestressed Spread Box Beam | | Prestressed Spread Box Beams | |
| Number of Spans: | 3 | | 3 | |
| Weight Restrictions: | None | | None | ton |
| Height Restrictions: | N/A | | N/A | ft. |
| Curb to Curb Width: | 2@ 39.50 | | 2@ 63.54 | ft. |
| Outside to Outside Width: | 2 @ 42.50 | | 2 @ 66.40 | ft. |
| Shoulder Width: | 10.0 & 5.50 | | 13.70 & 13.90 | ft. |

*Describe impacts and work involving bridge(s), culvert(s), pipe(s), and small structure(s). Provide details for small structure(s): structure number, type, size (length and dia.), location and impacts to water. Use a table if the number of small structures becomes large. If the table exceeds a complete page, put it in the appendix and summarize the information below with a citation to the table.*

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The existing I-65 bridge over Pigeon Roost Creek northbound and southbound twin reinforced concrete girder bridges have a width of 85 feet and structure length of 97.75 feet. The bridge is located approximately 4.58 miles south of SR 56 in Clark County, IN. The existing bridges be widened in kind to include an additional northbound and southbound inside travel lane and the superstructures will be replaced with prestressed spread concrete beams. The existing substructure units will be widened by approximately 47.8 ft. to the interior of the I65 median. The permanent stream impacts will include 80 feet for pier construction and riprap placement and the temporary stream impacts will include 69.5 feet for access to piers and temporary cofferdams.

**Lake Road Bridge over I-65 – Des 2001607**

Structure/NBI Number(s): I65-028-04232B / 034970 Sufficiency Rating: 77.5 out of 100 (NBL & SBL), INDOT Bridge Inspection Report
(Rating, Source of Information)

| | Existing | | Proposed | |
|---|---|---|---|---|
| Bridge/Structure Type: | Reinforced Concrete Girder | | Composite Steel Beam | |
| Number of Spans: | 4 | | 4 | |
| Weight Restrictions: | None | | None | ton |
| Height Restrictions: | N/A | | N/A | ft. |
| Curb to Curb Width: | 24 | | 28 | ft. |
| Outside to Outside Width: | 29.33 | | 31.0 | ft. |
| Shoulder Width: | N/A | | 4 & 4 | ft. |

*Describe impacts and work involving bridge(s), culvert(s), pipe(s), and small structure(s). Provide details for small structure(s): structure number, type, size (length and dia.), location and impacts to water. Use a table if the number of small structures becomes large. If the table exceeds a complete page, put it in the appendix and summarize the information below with a citation to the table.*

The existing Lake Road bridge over I-65 northbound and southbound is a Reinforced Concrete Girder with a width of 29.33 feet and structure length of 223.5 feet. The bridge is located approximately 1.06 miles south of SR 56 located in Scott County, Indiana. The existing twin steel beam bridges will be widened “in-kind” to the median of I65. There are no permanent or temporary impacts to any waterways or channel anticipated for this structure. Lake Road will be closed during construction and the MOT will incorporate the use of a l detour route using local roads.

**Small Structures**

| Des. No | Structure ID | Station | Waterbody | Stream Impact (Linear Feet) | Structure Type | Structure Diameter (Inches) | Structure Length (Feet) | Proposed Work |
|---|---|---|---|---|---|---|---|---|
| 2001599 | CV-I65-010-18.35 | 501+27 | Henry Brook | 242 | CMP | 66 | 189 | Replace |
| 2001598 | CV-I65-010-19.90 | 582+14 | Wolf Run | 241 | CMP | 102 | 270 | Replace |
| 2001597 | CV-I65-010-22.65 | 725+67 | West Fork Silver Creek | 298 | CMP | 72 | 255 | Replace |
| 2001595 | CV-I65-010-22.77 | 732.56 | UNT West Fork Silver Creek | 234 | CMP | 72 | 306 | Replace |
| 2001594 | CV-I65-072-25.05 | 903+92 | UNT to Underwood Run | 251 | CMP | 60 | 188 | Replace |
| 2001596 | CV-I65-072-25.83 | 944+19 | UNT Tree Creek | 245 | RCP | 48 | 173 | Replace |
| 2001593 | CV-I65-072-26.20 | 965+56 | Sycamore Run | 283 | CMP | 72 | 305 | Replace |

| Structure ID | Station | Waterbody | Stream Impact (Linear Feet) | Structure Type | Structure Diameter (Inches) | Structure Length (Feet) | Proposed Work |
|---|---|---|---|---|---|---|---|
| CLV-I65-010-16.67 | 412+21 | UNT to Blue Lick Creek | 224 | HDPE | 24 | 193 | Replace |
| CLV-I65-010-77582 | 466+23 | Henry Brook | No Impact | HDPE | 68 x 43 | 173 | Do Not Disturb |
| CV-I65-010.19.60 | 566+47 | Ville Run | No Impact | CMP | 54 | 307 | Do Not Disturb |
| CLV-I65-010-20.63 | 621+56 | UNT to Miller Fork | 12* | CMP | 30 | 195 | Replace |
| CLV-I65-010-59789 | 630+97 | UNT to Miller Fork | No Impact | HDPE | 66 | 154 | Do Not Disturb |
| CV-I65-010-21.10 | 644+84 | Miller Fork | No Impact | CMP | 36 | 170 | Do Not Disturb |
| CV-I65-010-21.80 | 681+61 | UNT 1 to Meal Run | No Impact | CMP | 36 | 160 | Do Not Disturb |
| CV-I65-010-22.10 | 697+72 | Meal Run | No Impact | CMP | Unknown | Unknown | Do Not Disturb |
| CLV-I65-010-22.23 | 704+82 | Unnamed Ditch | 268 | CMP | 36 | 236 | Replace |
| CV-I65-010-22.77 | 729+40 | UNT Silver Creek | No Impact | CMP | 36 x 54 | 296 | Do Not Disturb |
| CV-I65-072-25.72 | 937+44 | Tree Creek | No Impact | HDPE | 84 | | Do Not Disturb |
| CLV-I65-072-26.41 | 974+55 | UNT 1 to Sycamore Run | 198 | RCP | 18 | 183 | Replace |
| CLV-I65-072-26.54 | 981+40 | UNT 2 to Sycamore Run | 190 | RCP | 24 | 163 | Replace |
| CLV-I65-072-26.84 | 997+56 | UNT to Nest Run | 12* | CMPA | 28x18 | 214 | Replace * |
| CV-I65-072-26.95 | 1005+5 | UNT 2 to Nest Run | No Impact | RCP | 54 | 278 | Do Not Disturb |
| CV-I65-072-27.15 | 1017+31 | Nest Run | No Impact | CMP with PVC liner | 96<br>72 | 224 | Do Not Disturb |
| CV-I65-072-27.45 | 1033+22 | UNT 4 to Nest Run | No Impact | CMP with PVC liner | 28 X 48 | 169 | Do Not Disturb |
| CLV-I65-072-27.81 | 1050+32 | ELM Branch | 247 | CMP | 30 | 163 | Replace |

UNT: Unnamed Tributary CMP: Corrugated Metal Pipe RCP: Reinforced Concrete Pipe HDPE: High Density Polyethylene Pipe PVC: Polyvinyl chloride

*Downstream impacts only

The existing pipe culverts include corrugated metal pipes, reinforced concrete pipes and high-density polyethylene pipe within the project corridor. The fourteen small structures will be replaced. Eleven hundred fifty-one linear feet of waterway impacts are anticipated as a result of the proposed small structure replacements.

## MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

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

*Discuss closures, detours, and/or facilities (if any) that will be provided for maintenance of traffic. Any known impacts from these temporary measures should be quantified to the extent possible, particularly with respect to properties such as Section 4(f) resources and wetlands. Discuss any pedestrian/bicycle closures. Any local concerns about access and traffic flow should be detailed as well.*

**I-65**

The preferred method of traffic maintenance for the I-65 roadway is anticipated to be in three phases. A minimum of two travel lanes in each direction will be maintained at all times except for short duration pre-phrase construction activities when a single lane closure is required; single-lane closures will only be implemented during nighttime hours, in accordance with pre-approved times as listed in the INDOT Interstate Highway Congestion Policy. All ramps that access I-65 will remain open during construction.

Within the added travel lanes section of the corridor during Phase 1, traffic will be shifted towards each of the outside shoulders while construction of the median is completed. During Phase 2, all northbound and southbound traffic will be shifted to one side of the proposed median barrier while the opposite side of the median barrier is constructed. Crossovers will be installed within the median to accommodate the traffic shift. During Phase 3, all northbound and southbound traffic while be shifted onto pavement constructed during Phase 2. The remaining pavement will be constructed in Phase 3. Upon completion of Phase 3, all lanes will be open to traffic and unrestricted.

Within the reconstruction-only (no added travel lanes) section of the corridor, traffic will be maintained in a similar fashion as the remainder of the project, including the use of traffic shifts to the opposite side of the roadway. However, during Phase 1 temporary pavement will be constructed within the median, for purposes of maintaining traffic in subsequent phases. Upon completion of Phase 3, Phase 4 includes the removal of the temporary pavement within the median and the restoration of the median to a depressed non-paved section.

**Bridges**

- I-65 Over Brownstown Road: Brownstown Road will be closed to traffic during construction on the I-65 bridge. A detour route will be incorporated for local traffic. The detour route will include US 31, County Line Road and Salem Road for a distance of approximately 6.3 miles. This detour route includes Countyline Road so Brownstown Road and County Line Road will not be closed at the same time. Anticipated length of closure will be maximum of four months.

- County Line Road over I-65: The existing bridge will be closed to traffic during construction with a detour route for local traffic. The detour route will include US 31, SR 356, Leota Road and CR 200 West for a distance of approximately 7.9 miles. Anticipated length of closure is four to six months. Short-term shoulder/lane closures and rolling shutdowns will occur on I-65 for demolition of the existing RC girder bridges and installation of new beams.

- Lake Road over I-65: The existing bridge will be closed to traffic during construction with a detour route for local traffic. The detour route will include US 31, SR 56, and CR 100 West for a distance of approximately 2.85 miles. Anticipated length of closure will be a maximum of four to six months. Short-term shoulder/lane closures and rolling shutdowns will occur on I-65 for demolition of the existing reinforced concrete girder bridges and installation of new beams.

**ESTIMATED PROJECT COST AND SCHEDULE:**

Engineering: $ 4,446,000.00 (2020) Right-of-Way: $ 50,000.00* (2021) Construction: $ 103,341,088.00 (2023)

Anticipated Start Date of Construction: Summer 2023

*Note: Right-of-way funding was included in STIP as new Right-of-way acquisition was anticipated. However, design has determined that no new right-of-way acquisition is required for the preferred alternative.

**RIGHT OF WAY:**

| Land Use Impacts | Amount (acres) Permanent | Temporary |
|---|---|---|
| Residential | 0.00 | 0.00 |
| Commercial | 0.00 | 0.00 |
| Agricultural | 0.00 | 0.00 |
| Forest | 0.00 | 0.00 |
| Wetlands | 0.00 | 0.00 |
| Other: | 0.00 | 0.00 |
| Other: | 0.00 | 0.00 |
| TOTAL | 0.00 | 0.00 |

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

The existing I-65 right-of-way width varies from approximately 200 feet to 300 feet in width. The existing right-of-way width at the SR 160 interchange widens out to approximately 700 feet. No permanent or temporary right-of-way will be required to complete the improvements. The rehabilitation of the bridges over I-65 will take place within the limits of the existing right-of-way of the individual bridge and approach roadway.

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

**SECTION A - EARLY COORDINATION:**

*List the date(s) coordination was sent and all resource agencies that were contacted as a part of the development of this Environmental Study. Also, include the date of their response or indicate that no response was received.*

Early Coordination letters were sent on March 2, 2021, See Appendix S, page 1.

| Agency | Date Sent | Date Response Received | Appendix |
|---|---|---|---|
| Clark County Commissioners | March 2, 2021 | No Response Received | NA |
| Clark County Council | March 2, 2021 | No Response Received | NA |
| Clark County EMA | March 2, 2021 | No Response Received | NA |
| Clark County Highway Engineer | March 2, 2021 | No Response Received | NA |
| Clark County Surveyor | March 2, 2021 | No Response Received | NA |
| FHWA | March 2, 2021 | No Response Received | NA |
| IDNR Division of State Parks | March 2, 2021 | No Response Received | NA |
| IDNR Division of Forestry y | March 2, 2021 | No Response Received | NA |
| Indiana Department of Environmental Management (IDEM) | March 2, 2021 | March 2, 2021 | Page C-4 |
| Indiana Department of Natural Resources (IDNR Division of Fish and Wildlife | March 2, 2021 | April 1, 2021 | Page C-13 |
| Indiana Department of Transportation (INDOT) Ecology and Waterway Permitting | March 2, 2021 | No Response Received | NA |
| Indiana Geological Water Survey (IGWS) | March 2, 2021 | March 2, 2021 | Page C-17 |
| INDOT Seymour District | March 2, 2021 | No Response Received | NA |
| INDOT Utilities and Railroad | March 2, 2021 | No Response Received | NA |
| INDOT Aviation | March 2, 2021 | No Response Received | NA |
| Kentuckiana Regional Planning and Development Agency | March 2, 2021 | No Response Received | NA |
| National Parks Service: Midwest Regional Office | March 2, 2021 | No Response Received | NA |
| Ninth Coast Guard District | March 2, 2021 | March 10, 2021 | Page C-20 |

| | | | |
|---|---|---|---|
| Natural Resources Conservation Service | March 2, 2021 | March 22, 2021 | Page C-21 |
| USFWS – IPaC Species list | September 13, 2021 | September 13, 2021 | Page C-22 |
| USFWS- IPaC Concurrence Letter | September 13, 2021 | September 28, 2021 | Page C-29 |
| River Hills Economic Development District | March 2, 2021 | No Response Received | NA |
| Scott County Commissioners | March 2, 2021 | No Response Received | NA |
| Scott County Council | March 2, 2021 | No Response Received | NA |
| Scott County EMA | March 2, 2021 | No Response Received | NA |
| Scott County Highway Department | March 2, 2021 | No Response Received | NA |
| Scottsburg Airport | March 2, 2021 | No Response Received | NA |
| Scottsburg Parks and Recreation Department | March 2, 2021 | No Response Received | NA |
| Scotty County Surveyor | March 2, 2021 | No Response Received | NA |
| United States Fish and Wildlife Service (USFWS) | March 2, 2021 | March 29, 2021<br>April 15, 2021 | Page C-42<br>Page C-44 |
| US Army Corps of Engineers | March 2, 2021 | No Response Received | NA |
| US Department of Housing & Urban Development | March 2, 2021 | No Response Received | NA |
| Scottsburg United Methodist Church | March 2, 2021 | No Response Received | NA |
| Kingdom Hall of Jehovah's Witnesses | March 2, 2021 | No Response Received | NA |
| IDEM- Lynette Schrowe | November 19, 2021 | No Response Received | NA |

Note: Follow up coordination with Lynette Schrowe, IDEM Institutional Controls on November 19, 2021.

## SECTION B – ECOLOGICAL RESOURCES:

| | Presence | Impacts | |
|---|---|---|---|
| | | Yes | No |
| **Streams, Rivers, Watercourses & Other Jurisdictional Features** | X | X | |
| Federal Wild and Scenic Rivers | | | X |
| State Natural, Scenic or Recreational Rivers | | | X |
| Nationwide Rivers Inventory (NRI) listed | | | X |
| Outstanding Rivers List for Indiana | | | X |
| Navigable Waterways | | | X |

Total stream(s) in project area: 73 11, 703 Linear feet Total impacted stream(s): 3,305 Linear feet

**Note:** Due the amount of stream corridors evaluated within the project corridor the specific information on stream name, classification, total size, impacted linear feet and Water of the US determination can be found in Table 2- Aquatic Resources Summary of the Waters of the US report (See Appendix F, page 138)

*Describe all streams, rivers, watercourses and other jurisdictional features adjacent or within the project area. Include whether or not impacts (both permanent and temporary) will occur to the features identified. Include if the streams or rivers are listed on any federal or state lists for Indiana. Include if features are likely subject to federal or state jurisdiction. Discuss measures to avoid, minimize, and mitigate if impacts will occur.*

**Presence, with impacts**

Based on the desktop review, the aerial map of the project area, and the RFI report (Appendix E, page 1) there are 99 streams, rivers, watercourses or other jurisdictional features within the 0.5 mile search radius. That number was confirmed by the site visit on May 27, 2020 by BLN and field investigation by American Structurepoint as part of the Waters Report from August 31, 2020 to September 3, 2020 . There are 73 streams, rivers, watercourses, or other jurisdictional features present within or adjacent to the project area. The number was confirmed by the site visit and field delineation by American Structurepoint as part of the Waters Report from August 31, 2020 to September 3, 2020. The stream name, depth, flow regime, quality and linear feet can be found in Aquatic Resources Summary: Streams of the Waters of the US report (See Appendix F, Page 138 ). There are 11, 703 linear feet of streams within the project area with 1,384 linear feet of perennial streams, 7,524 linear feet of intermittent streams and 2,795 linear feet of ephemeral streams. There are 2,767 linear feet of permanent stream impacts and 538 feet of temporary stream impacts.

There are no waterways present in the project area that are identified as a Federal, Wild and Scenic Rivers, State Natural, Scenic, and Recreational River, Outstanding River for Indiana, navigable waterways, or National Rivers Inventory Waterways. Waterway

impacts related to the existing culvert and pipe structures will include either full replacement of the structures or slip lining of the pipes with polyvinyl chloride material to repair deteriorated areas. The bridge rehabilitations will include widening of the superstructures and substructures (piers and end bents). The existing piers and end bents will be widened to support the widened superstructure components and will result in permanent and temporary waterway impacts. Temporary impacts will likely include cofferdams for dewatering purposes during construction.

Mitigation for stream impacts will likely be required and will be determined during permitting. Mitigation will be through the IDNR Indiana Stream and Wetland Mitigation Program (INSWMP) and will be coordinated with INDOT Ecology and Waterway Permitting Office. Section 401 /404 permits were submitted to IDEM and the Corps on April, 1, 2022 . No Construction in a Floodway permits are anticipated. The bridges over Blue Lick Creek, Caney Fork, and Pigeon Roost Creek fall under the bridge exemption as they are on a state highway, in a rural area with an upstream drainage areas less than 50 square miles, all permanent and temporary impacts will be permitted prior to construction.

**Waters Report**
A Waters of the U.S. Determination / Wetland Delineation Report was concurred by the INDOT Ecology and Waterway Permitting Office (EWPO) on January 12, 2021. Updates to the approved report were made after the document was submitted for an Approved Jurisdictional Determination (JD). Based on comments received from the US Army Corps of Engineers (USACE) due to changing Water of the US (WOUS) regulations. INDOT – EWPO did not want to see the updated report before being resubmitted to the USACE. As a result INDOT- EWPO did not sign the final version, but they requested to be copied on the resubmission. INDOT-EWPO was copied on the March 5, 2021 submittal. Please refer to Appendix F, page 1 for the March 5, 2021 Waters of the U.S. Determination / Wetland Delineation Report. The USACE makes all final determinations regarding jurisdiction.

**Early Coordination**
The IDNR-DFW responded on April 1, 2020 with recommendations to avoid or minimize impacts to fish, wildlife, and botanical resources to the greatest extent possible (Appendix C, page 13). Other recommendations included the revegetation of disturbed areas, minimizing brush clearing, and usage of sediment and erosion control measures. All applicable IDNR-DFW recommendations are included in the Environmental Commitments section of this CE document.

| Open Water Feature(s) | Presence | Impacts Yes | Impacts No |
|---|---|---|---|
| Reservoirs | X | | X |
| Lakes | X | | X |
| Farm Ponds | X | | X |
| Retention/Detention Basin | | | |
| Storm Water Management Facilities | | | |
| Other: | | | |

*Describe all open water feature(s) identified adjacent or within the project area. Include whether or not impacts (both permanent and temporary) will occur to the features identified. Include if features are likely subject to federal or state jurisdiction. Discuss measures to avoid, minimize, and mitigate if impacts will occur.*

**Presence, no impact**
Based on the desktop review, the aerial map of the project area, and the RFI report (Appendix E, page 1) there are 73 open water feature(s) within the 0.5 mile search radius. That number was confirmed by the site visit on May 27, 2020 by BLN. There are 20 open water feature(s) present adjacent to the project area. There will be no impact to open water features as the I-65 construction limits are within the existing right-of -way of the roadway. Discharge from the right-of-way is limited to pre-construction discharge through in-line detention pipes and detention ditches.

**Waters Report**
A Waters of the U.S. Determination / Wetland Delineation Report was concurred by the INDOT Ecology and Waterway Permitting Office on January12, 2021. Updates to the approved report were made after the document was submitted for an Approved Jurisdictional Determination (JD). Based on comments received from the USACE due to changing WOUS regulations. INDOT – EWPO did not want to see the updated report before being resubmitted to the USACE. As a result INDOT-EWPO did not sign the final version, but they requested to be copied on the resubmission. INDOT-EWPO was copied on the March 5, 2021 submittal. Please refer to Appendix F, page 1 for the March 5, 2021 Waters of the U.S. Determination / Wetland Delineation Report. The USACE makes all final determinations regarding jurisdiction.

**Early Coordination**
The IDNR-DFW responded on April 1, 2021 with recommendations including to avoid or minimize impacts to fish, wildlife, and botanical resources to the greatest extent possible and compensate for impacts (Appendix C, page C-16). IDNR-DFW recommendations included the implementation and maintenance of appropriately designed erosion control measures to prevent sediment from entering any streams or leaving the site. All applicable IDNR-DFW recommendations are included in the Environmental Commitments section of this CE document.

| | Presence | Impacts Yes | Impacts No |
|---|---|---|---|
| **Wetlands** | X | X | |

Total wetland area: 7.69 Acre(s) Total wetland area impacted: 1.35 Acre(s)

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

**Note:** Due to the amount of wetland areas delineated within the project corridor the specific information on classification size, impacted acres and Water of the US determination can be found in Table 2- Aquatic Resources Summary of the Waters of the US report (See Appendix F, Page 132).

| **Wetlands** (*Mark all that apply*) | Documentation | ESD Approval Dates |
|---|---|---|
| Wetland Determination | | |
| Wetland Delineation | X | March 5, 2021 |
| USACE Isolated Waters Determination | | |

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

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

*Describe all wetlands identified adjacent or within the project area. Include whether or not impacts (both permanent and temporary) will occur to the features identified. Include if features are likely subject to federal or state jurisdiction. Discuss measures to avoid, minimize, and mitigate if impacts will occur.*

**Presence, with impacts more than one acre**
Based on a review the aerial map of the project area, and the RFI report, Appendix E, page 1, , there are 227 wetland areas within the 0.5 mile area. There are 87 wetlands within or adjacent to the project area. The number was confirmed by the site visit and field delineation by American Structurepoint as part of the Waters Report from August 31, 2020 to September 3, 2020. The wetland areas, type, size, location, quality classification, and impacted acres can be found in Table 2- Aquatic Resources Summary of the Waters of the US report (See Appendix F, Page 132 ). There are 7.690 acres of wetlands within the project area. with 6.859 acres of emergent wetland, 0.821 acre of forested wetland, and 0.01 acre of scrub-shrub wetland. There are with 1.33 acres of permanent impacts and 0.011 acre of temporary impacts.

Mitigation for wetland impacts will be through the IDNR Indiana Stream and Wetland Mitigation Program (INSWMP) and will be coordinated with INDOT Ecology and Waterway Permitting Office. Section 401 /404 permits were submitted to IDEM and the Corps on April 1, 2022.

**Waters Report**
A Waters of the U.S. Determination / Wetland Delineation Report was approved by INDOT Ecology and Waterway Permitting Office on January12, 2021. Updates to the approved report were made after the document was submitted for an Approved Jurisdictional Determination (JD). Based on comments received from the USACE due to changing WOUS regulations. INDOT – EWPO did not want to see the updated report before being resubmitted to the USACE. As a result INDOT-EWPO did not sign the final version, but they requested to be copied on the resubmission. INDOT-EWPO was copied on the March 5, 2021 submittal. Please refer to Appendix F, page 1 for the March 5, 2021 Waters of the U.S. Determination / Wetland Delineation Report. The USACE makes all final determinations regarding jurisdiction.

**Early Coordination**
The IDNR-DFW responded on April 1, 2021 with recommendations to avoid or minimize impacts to fish, wildlife, and botanical resources to the greatest extent possible (Appendix C, page C-16). Other recommendations included the revegetation of disturbed areas, minimizing brush clearing, and usage of sediment and erosion control measures. Due to the presence or potential presence of wetland habitat on site, IDNR recommended contacting and coordinating with the Indiana Department of Environmental Management (IDEM) 401 program and also the US Army Corps of Engineers (USACE) 404 program. Impacts to wetland habitat should be mitigated at the appropriate ratio according to the 1991 INDOT/IDNR/USFWS Memorandum of Understanding. All applicable IDNR-DFW recommendations are included in the Environmental Commitments section of this CE document. No early coordination response from USACE was received.

| | | Yes | NO |
|---|---|---|---|
| **Terrestrial Habitat** | X | X | |

Total terrestrial habitat in project area: 260 Acre(s) Total tree clearing: 6.0 Acre(s)

*Describe types of terrestrial habitat (i.e. forested, grassland, farmland, lawn, etc) adjacent or within the project area. Include whether or not impacts will occur to habitat identified. Include total terrestrial habitat impacted and total tree clearing that will occur. Discuss measure to avoid, minimize, and mitigate if impacts will occur.*

**Presence with impacts**
Based on a desktop review, a site visit on July 24, 2021 by BLN, the aerial map of the project area (Appendix B, page B-3) there is farmland, grassland, residential lawns and forest within the project area.

The I-65 corridor within the project area is located within a combination of agricultural fields in row crop production, residential and commercial parcels and undeveloped forest. The undeveloped, isolated forested areas are interspersed between the agricultural fields and residential parcels. The Clark State Forest, located north of Henryville, Indiana is bisected by the I-65 corridor. The predominant vegetation present in the project area consists of cultivated crops (corn and soybeans), roadside grasses tall fescue, (*Festuca arundinacea*) red fescue (Festuca arundinacea), Kentucky bluegrass(*Poa pratenis*) and common weeds including mat sandbur (*Cenchrus longispinus*), white clover (*Trifolium repens*), and velvetleaf (*Abutilon theophrasti*). Typical tree species include white oak (*Quercus alba*), black oak (*Quercus velutina*), black walnut (*Juglans nigra*), pignut hickory (*Carya glabra*), sugar maple (*Acer saccharum*) and tulip trees (*Lirodrndron tulipifera*).

The I-65 construction limits are within the existing right-of way with a grassed median, side slopes and ditches. There are some trees within the existing right-of-way in ditches and stream crossings. Tree clearing related to the project area will include 6.0 acres. The added travel lane will impact the grassed median for that portion of the project area with portions of tree clearing within the corridor. Of the total terrestrial acreage (260 acres), approximately 68.3 acres of grassed median will be impacted for the roadway reconstruction, added travel lane and bridge improvements. Mitigation or additional plantings beyond seeding and stabilizing disturbed areas are not anticipated. Any disturbed areas will be graded to match existing contours and restored following completion of construction activities.

**Early Coordination**
Early coordination letters were sent on March 2,2021. The IDNR-DFW responded on April1,2021 with recommendations to avoid or minimize impacts to fish, wildlife, and botanical resources to the greatest extent possible (Appendix C, page 13). IDNR-DFW recommendations included the minimization and containment all tree and brush clearing to within the project limits, revegetation of disturbed areas, restriction of clearing suitable bat habitat from April 1 through September 30, implementation and maintenance of appropriately designed erosion control measures and revegetate all bare and disturbed areas with a mixture of native grasses, sedges, wildflowers, and also native hardwood trees and shrubs if any woody plants are disturbed during construction as soon as possible upon completion. All applicable IDNR-DFW recommendations are included in the Environmental Commitments section of this CE document.

**Protected Species**

| **Federally Listed Bats** | **Yes** | **No** |
|---|---|---|
| Information for Planning and Consultation (IPaC) determination key completed | X | |
| Section 7 informal consultation completed (IPaC cannot be completed) | | X |
| Section 7 formal consultation Biological Assessment (BA) required | | X |

County Clark and Scott Route I-65 Des. No. Lead Des 1700135

Determination Received for Listed Bats from USFWS: NE [ ] NLAA [X] LAA [ ]

| **Other Species not included in IPaC** | **Yes** | **No** |
|---|---|---|
| Additional federal species found in project area (based on IPaC species list) | X | |
| State species (not bird) found in project area (based upon consultation with IDNR) | | X |

| **Migratory Birds** | **Yes** | **No** |
|---|---|---|
| Known usage or presence of birds (i.e. nests) | | X |
| State bird species based upon coordination with IDNR | | X |

*Discuss IDNR coordination and species identified. Describe USFWS Section 7 consultation and determination received for Indiana bat and northern long-eared bat impacts. Discuss if other federally listed species were identified. If so, include consultation that has occurred and the determination that was received. Discuss if migratory birds have been observed and any impacts.*

**Presence, no impact**

Based on a desktop review and the RFI report (Appendix E, page E-1), completed by BLN on September 15, 2021, the IDNR Clark and Scott Counties Endangered, Threatened and Rare (ETR) Species List has been checked. According to the IDNR-DFW early coordination response letter dated April 1, 2021 (Appendix C, page 4), the Natural Heritage Program's Database has been checked and to date, no plant or animal species listed as state or federally threated, endangered, or rare have been reported to occur in the project vicinity. However, Clark State Forest and White Oak Nature Preserve, are located within 0.5 mile of the southern portion of the project area. The Division of Nature Preserves does not anticipate any impacts to the preserve as a result of the project. No critical habitats are present within the project area.

**Indiana Bat and Northern Long-Eared Bat**

**Bats, Programmatic Informal Consultation (i.e. IPaC) – Not Likely to Adversely Affect**

Project information was submitted through the USFWS's Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C, page C-24). The project is within range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (NLEB) (*Myotis septentrionalis*). Other species were generated in the IPaC species list along with the Indiana bat and northern long-eared bat. Refer to paragraph below.
The official species list generated from IPaC indicated other species present within the project area. The species found in the project area include the federally endangered Gray Bat (Myotis grisescens) and the candidate Monarch Butterfly (Danaus plexippus). Consultation with USFWS would be anticipated if the Monarch Butterfly (Danaus plexippus) is listed prior to the start of construction. The protections in place for the Indiana Bat and NLEB will also benefit the Gray Bat. See below for additional information. The project qualifies for the most current INDOT/USFWS Interim Policy. No further coordination is needed with USFWS.

The project qualifies for the *Range-wide Programmatic Informal Consultation for the Indiana bat and northern long-eared bat (NLEB)*, dated May 2016 (revised February 2018), between FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS. The structure inspections for all structures were conducted by BLN teams on July 27, 2021, and no bats or signs of bats found using the structure (Appendix C, page C-43). An effect determination key was completed on August 10, 2021, and based on the responses provided, the project was found to "may affect, but not likely to adversely affect" the Indiana bat and/or the NLEB (Appendix C, page C-30). INDOT reviewed and verified the effect finding on September 28, 2021 and requested USFWS's review of the finding. The Avoidance and Minimization Measures (AMM) include the following: tree removal AMM 1, lighting AMM 1, tree removal AMM 2, tree removal AMM 3, tree removal AMM 4, and general AMM 1. The designated AMMs will also provide benefits for the federally endangered Gray Bat (*Myotis grisescens*). No response was received from USFWS within the 14-day review period; therefore, it was concluded they concur with the finding. Avoidance and Minimization Measures (AMMs) and/or commitments are included as firm commitments in the *Environmental Commitments* section of this document.

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

| **Geological and Mineral Resources** | **Yes** | **No** |
|---|---|---|
| Project located within the Indiana Karst Region | | X |
| Karst features identified within or adjacent to the project area | | X |
| Oil/gas or exploration/abandoned wells identified in the project area | | X |

Date Karst Evaluation reviewed by INDOT EWPO (if applicable): N/A

*Discuss if project is located in the Indiana Karst Region and if any karst features have been identified in the project area (from RFI). Discuss response received from IGWS coordination. Discuss if any mines, oil/gas, or exploration/abandoned wells were identified and if impacts will occur. Include discussion of karst study/report was completed and results. (Karst investigation must comply with the current Protection of Karst Features during Planning and Construction guidance and coordinated and reviewed by INDOT EWPO)*

**Inside karst area: no presence**
Based on a desktop review, and the Indiana Karst Region map, the project is located in the designated Indiana Karst Region as outlined in the most current *Protection of Karst Features during Project Development and Construction.* According to the topo map of the project area (Appendix B, page B-2), and the RFI report (Appendix E, page E-1), there are no karst features identified within or adjacent to the project area. In the early coordination response March 2, 2021, the Indiana Geological and Water Survey (IGWS) did not indicate that karst features exist in the project area (Appendix C, page C-18). IGWS indicated that the area has a high liquefaction potential, and petroleum exploration wells. Response from IGWS has been communicated with the designer on November 8, 2021. No impacts are expected.

## SECTION C – OTHER RESOURCES

| | Presence | Impacts | |
|---|---|---|---|
| **Drinking Water Resources** | | Yes | No |
| Wellhead Protection Area(s) | | | |
| Source Water Protection Area(s) | | | |
| Water Well(s) | | | |
| Urbanized Area Boundary | | | |
| Public Water System(s) | X | | X |

| | Yes | No |
|---|---|---|
| Is the project located in the St. Joseph Sole Source Aquifer (SSA): | | X |
| If Yes, is the FHWA/EPA SSA MOU Applicable? | | |
| If Yes, is a Groundwater Assessment Required? | | |

*Check the appropriate boxes and discuss each topic below. Provide details about impacts and summarize resource-specific coordination responses and any mitigation commitments. Reference responses in the Appendix.*

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

**Not located in a Wellhead Protection Area or Source Water Area**
The Indiana Department of Environmental Management's Wellhead Proximity Determinator website (http://www.in.gov/idem/cleanwater/pages/wellhead/) was accessed on September 28, 2021, by BLN. This project is not located within a Wellhead Protection Area or Source Water Area. No impacts are expected.

**No wells present, no impacts**
The Indiana Department of Natural Resources Water Well Record Database website (https://www.in.gov/dnr/water/3595.htm) was accessed on September 28, 2021, by BLN. No wells are located near this project. Therefore, no impacts are expected.

**In an Urban Area Boundary Location**
Based on a desktop review of GIS by BLN on March 1, 2021, this project is located in an Urban Area Boundary (UAB). An early coordination letter was sent on March 2, 2021 to the City of Scottsburg MS4 coordinator. The MS4 Coordinator did not respond within the 30-day time frame.

**In a Public Water System Location**
Based on a desktop review, a site visit on July 24, 2021, by BLN, the aerial map of the project area (Appendix B, page B-3), This project is located where there is a public water system. The project area is serviced by various drinking water suppliers including Scottsburg Water Department, Rural Membership Water Corporation of Clark County and Stucker Fork Water Utility. These public

water systems will not be affected as the work for the proposed roadway improvements will take place within the existing I-65 right-of-way limits. Utility coordination was initiated with Rural Membership Water Corporation of Clark County on May 11, 2020 and the Scottsburg Water Department and Stucker Fork Water Utility on June 17, 2020. No relocations of existing water utility lines or disruption of service is anticipated. Therefore, no impacts are expected.

| | Presence | Impacts | |
|---|---|---|---|
| **Floodplains** | | Yes | No |
| Project located within a regulated floodplain | X | X | |
| Longitudinal encroachment | X | X | |
| Transverse encroachment | X | X | |
| Homes located in floodplain within 1000' up/downstream from project | X | | X |

If applicable, indicate the Floodplain Level?

Level 1 [ ] Level 2 [ ] Level 3 [ ] Level 4 [X] Level 5 [ ]

*Use the IDNR Floodway Information Portal to help determine potential impacts. Include floodplain map in appendix. Discuss impacts according to the classification system. If encroachment on a flood plain will occur, coordinate with the Local Flood Plain Administrator during design to insure consistency with the local flood plain planning.*

**In floodplain**

Based on a desktop review of The Indiana Department of Natural Resources Indiana Floodway Information Portal website (http://dnrmaps.dnr.in.gov/appsphp/fdms) by BLN on March 21, 2021 and the RFI report, this project is located in a regulatory floodplain as determined from approved FEMA / IDNR floodplain maps (Appendix F, pages 724-743 ). An early coordination letter was sent on March 21, 2021 to the local Floodplain Administrators for Clark and Scott County. The Floodplain Administrators did not respond within the 30-day time frame.

This project qualifies as a Category 4 per the current INDOT CE Manual. A Category 4 designation includes projects involving replacement of existing drainage structures on essentially the same alignment. One home is located within the base floodplain within 1,000 feet upstream and two homes are located within the base floodplain within 1,000 feet downstream. The proposed structures will have an effective capacity such that backwater surface elevations are not expected to substantially increase. As a result, there will be no substantial adverse impacts on natural and beneficial floodplain values; there will be no substantial change in flood risks; and there will be no substantial increase in potential for interruption or termination of emergency service or emergency evacuation routes; therefore, it has been determined that this encroachment is not substantial. A hydraulic design study that addresses various structure size alternatives was completed for the pipe replacements during the preliminary design phase. A summary of this study was included with the Field Check Plans. A Scour analysis was conducted during preliminary design phase to determine if countermeasures were required for the bridges. Stormwater discharge from the right-of-way is limited to pre-construction discharge rates through in-line detention pipes and detention ditches. An IDNR Construction in a Floodway Permit is not anticipated as the bridges over Blue Lick Creek, Caney Fork and Pigeon Roost Creek fall under the bridge exemption as they are in a rural area with drainage areas less than 50 square miles.

| | Presence | Impacts | |
|---|---|---|---|
| **Farmland** | | Yes | No |
| Agricultural Lands | X | | X |
| Prime Farmland (per NRCS) | | | |

Total Points (from Section VII of CPA-106/AD-1006*) **N/A**

**If 160 or greater, see CE Manual for guidance.*

*Discuss existing farmland resources in the project area, impacts that will occur to farmland, and mitigation and minimization measures considered.*

**Presence, no impact**

Based on a desktop review, a site visit on July 24, 2021, by BLN, the aerial map of the project area (Appendix B, page 3), there is farmland as defined by the Farmland Protection Policy Act adjacent to the project. The project will not convert any farmland as no additional right-of-way is required and all work will be within the existing I-65 right-of-way. An early coordination letter was sent on March 2, 2021, to Natural Resources Conservation Service (NRCS). The NRCS response dated March 22, 2021 (Appendix *C,* page 23), indicated the project will not cause a conversion of prime farmland. No alternatives other than those previously discussed in this document will be investigated without reevaluating impacts to prime farmland.

## SECTION D – CULTURAL RESOURCES

| | Category(ies) and Type(s) | INDOT Approval Date(s) | N/A |
|---|---|---|---|
| **Minor Projects PA** | B-2, B-3, B-4, B-9 and B-12 | September 27, 2021 | |

**Full 106 Effect Finding**

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

**Eligible and/or Listed Resources Present**

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

| **Documentation Prepared** (mark all that apply) | | ESD Approval Date(s) | SHPO Approval Date(s) |
|---|---|---|---|
| APE, Eligibility and Effect Determination | ☐ | | |
| 800.11 Documentation | ☐ | | |
| Historic Properties Report or Short Report | ☐ | | |
| Archaeological Records Check and Assessment | ☐ | | |
| Archaeological Phase Ia Survey Report | ☐ | | |
| Archaeological Phase Ic Survey Report | ☐ | | |
| Other: | ☐ | | |

| | | **MOA Signature Dates** (List all signatories) |
|---|---|---|
| Memorandum of Agreement (MOA) | ☐ | |

*If the project falls under the MPPA, describe the category(ies) that the project falls under and any approval dates. If the project requires full Section 106, use the headings provided. The completion of the Section 106 process requires that a Legal Notice be published in local newspapers. Please indicate the publication date, name of the paper(s) and the comment period deadline. Include any further Section 106 work which must be completed at a later date, such as mitigation from a MOA or avoidance commitments.*

**Minor Project PA Category B projects**

On September 27, 2021, the INDOT Cultural Resources Office (CRO) determined that this project falls within the guidelines of Category B, Type 2, 3, 4, 9 and 12 under the Minor Project Programmatic Agreement, (Appendix D, page 1). Category B-2 covers the installation of new lighting, signals, signage, and other traffic control devices. Category B-3 covers construction of added travel, turning, or auxiliary lanes (e.g., bicycle, truck climbing, acceleration, and deceleration lanes) and shoulder widening. Category B-4 covers installation of new safety appurtenances, including but not limited to, guardrails, barriers, glare screens, and crash attenuators, and that no National Register-listed or potentially National Register-eligible archaeological resources are present within the project area. As a result, a Phase Ia reconnaissance survey of the project area was not required. Category B-9 covers installation, replacement, repair, lining, or extension of culverts and other drainage structures. Category B-12 covers replacement, widening, or raising the elevation of the superstructure on existing bridges, and bridge replacement projects. The roadway and bridges are part of the Interstate system, which was determined not eligible for the National Register of Historic Places under the Section 106 Exemption Regarding Effects to the Interstate Highway adopted by the Advisory Council on Historic Preservation March 10, 2005. No further consultation is required. This completes the Section 106 process and the responsibilities of the FHWA under Section 106 have been fulfilled. No further consultation is required.

## SECTION E – SECTION 4(f) RESOURCES/ SECTION 6(f) RESOURCES

| | Presence | Use | |
|---|---|---|---|
| **Parks and Other Recreational Land** | | Yes | No |
| Publicly owned park | X | | X |
| Publicly owned recreation area | | | |
| Other (school, state/national forest, bikeway, etc.) | X | | X |
| **Wildlife and Waterfowl Refuges** | | | |
| National Wildlife Refuge | | | |
| National Natural Landmark | | | |
| State Wildlife Area | | | |
| State Nature Preserve | X | | X |
| **Historic Properties** | | | |
| Site eligible and/or listed on the NRHP | | | |

| | Evaluations Prepared |
|---|---|
| Programmatic Section 4(f) | |
| "De minimis" Impact | |
| Individual Section 4(f) | |
| Any exception included in 23 CFR 774.13 | |

*Discuss Programmatic Section 4(f) and "de minimis" Section 4(f) impacts in the discussion below. Individual Section 4(f) documentation must be included in the appendix and summarized below. Discuss proposed alternatives that satisfy the requirements of Section 4(f). FHWA has identified various exceptions to the requirement for Section 4(f) approval. Refer to 23 CFR § 774.13 - Exceptions.*

**Presence, no impact, no use**

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

Based on a desktop review, the aerial map of the project area (Appendix B, page 3) and the RFI report (Appendix E, page 3), there are five potential 4(f) resources located within or adjacent to the project area. According to additional research, Section 106 evaluation and a site visit on July 24, 2021, by BLN, there are five 4(f) resources located within or adjacent to the project area. Owen Street Walk, Scottsburg Lake Trail, and Lake Road Walk are all public trails mapped within or adjacent to the project area. White Oak Nature Preserve and Clark State Forest are recreation areas and wildlife refuges open to the public located adjacent to the project area. There will be no direct or indirect impacts to these facilities since the project will take place fully within I-65 right-of-way, and these facilities will remain accessible to the public during project completion. The project will not use this resource by taking permanent right of way and will not indirectly use the resource in such a way that the protected activities, features, or attributes that qualify a resource for protection under Section 4(f) are substantially impaired. Therefore, no 4(f) use is expected.

| Section 6(f) Involvement | Presence | Use | |
|---|---|---|---|
| | | Yes | No |
| **Section 6(f) Property** | X | | X |

*Discuss Section 6(f) resources present or not present. Discuss if any conversion would occur as a result of this project. If conversion will occur, discuss the conversion approval.*

**No presence or presence, no impact**

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

A review of 6(f) properties on the INDOT ESD website revealed a total of 20 properties located in Scott County and 5 properties located in Clark County (Appendix H, page -1-2). None of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to 6(f) resources.

## SECTION F – Air Quality

| STIP/TIP and Conformity Status of the Project | Yes | No |
|---|---|---|
| Is the project in the most current STIP/TIP? | X | |
| Is the project located in an MPO Area? | X | |
| Is the project in an air quality non-attainment or maintenance area? | X | |
| If Yes, then: | | |
| Is the project in the most current MPO TIP? | X | |
| Is the project exempt from conformity? | | X |
| If No, then: | | |
| Is the project in the Transportation Plan (TP)? | X | |
| Is a hot spot analysis required (CO/PM)? | | X |

Location in STIP: 2022-2026 Appendix C KIPA Part 2

Name of MPO (if applicable): Kentuckiana Regional Planning & Development Agency (KIPDA) - Clark County

Location in TIP (if applicable): 2020-2025 Page 118 -119

Level of MSAT Analysis required?

Level 1a [ ] Level 1b [X] Level 2 [ ] Level 3 [ ] Level 4 [ ] Level 5 [ ]

*Describe if the project is listed in the STIP and if it is in a TIP. Describe the attainment status of the county(ies) where the project is located. Indicate whether the project is exempt from a conformity determination. If the project is not exempt, include information about the TP and TIP. Describe if a hot spot analysis is required and the MSAT Level.*

### STIP/TIP

**Standalone Project or Lead DES number**

This project is part of the Fiscal Year (FY) 2020-2025 Kentuckiana Regional Planning & Development Agency KIPDA)Transportation Improvement Program (TIP) (Appendix G, page 1), which has been directly incorporated into the FY 2022-2026 Statewide Transportation Improvement Program (STIP). (Appendix G, page 3).

### Attainment Status

**Nonattainment area/maintenance area, not exempt**

- Ozone: This project is in Scott County, which is currently an attainment area for Ozone and Clark County which is a nonattainment area for Ozone under the 2015 8-Hour Standard, based on the EPA Green Book https://www.epa.gov. The 1997 Ozone 8-hour standard was revoked in 2015 but is being evaluated for conformity due to the February 16, 2018, South Coast Air Quality Management District V. Environmental Protection Agency, Et. Al. Decision. The projects design concept and scope are accurately reflected in the Kentuckiana Regional Planning & Development Agency Transportation Plan (TP) and the Transportation Improvement Program (TIP) and both conform to the State Implementation Plan (SIP). Therefore, the conformity requirements of 40 CFR 93 have been met.

- PM2.5: This project is in Scott and Clark Counties, which are both currently in attainment for PM 2.5 based on the EPA Green Book https://www.epa.gov. Under 40 CFR 93.123, this is not a project of air quality concern. Therefore, a hot spot analysis for PM2.5 is not required.

- CO: This project is located in Scott and Clark Counties, which are both currently in attainment for CO, based on the EPA Green Book https://www.epa.gov. Therefore, a hot spot analysis for CO is not required.

### MSAT

**MSAT Level 1b Analysis**

The purpose of this project is to improve roadway pavement quality, reduce present and or impending congestion and to address projected transportation demand over a 12.8-mile portion of the I-65 corridor. This project has been determined to generate minimal

air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special mobile source air toxic (MSAT) concerns. As such, this project will not result in changes in traffic volumes, vehicle mix, basic project location, or any other factor that would cause a meaningful increase in MSAT impacts of the project from that of the no-build alternative. Moreover, Environmental Protection Agency (EPA) regulations for vehicle engines and fuels will cause overall MSAT emissions to decline significantly over the next several decades. Based on regulations now in effect, an analysis of national trends with EPA's MOVES2014 model forecasts a combined reduction of over 90 percent in the total annual emissions rate for the priority MSAT from 2010 to 2050 while vehicle-miles of travel are projected to increase by over 45 percent. This will both reduce the background level of MSAT as well as the possibility of even minor MSAT emissions from this project.

## SECTION G - NOISE

| **Noise** | **Yes** | **No** |
|---|---|---|
| Is a noise analysis required in accordance with FHWA regulations and INDOT's traffic noise policy? | X | |

Date Noise Analysis was approved/technically sufficient by INDOT ESD: July 7, 2021

*Describe if the project is a Type I or Type III project. If it is a Type I project, describe the studies completed to date and if noise impacts were identified. If noise impacts were identified, describe if abatement is feasible and reasonable and include a statement of likelihood.*

**Type I Project, with abatement**

The proposed project is considered a Type I Project as it involves the addition of through travel lanes to an existing interstate facility. The noise analysis was prepared in accordance with the Federal Highway Administration's (FHWA's) Highway Traffic Noise: Analysis and Abatement Guidance (December 2011), and the Indiana Department of Transportation's (INDOT's) Traffic Noise Analysis Procedure (July 1, 2017).

The existing year (2021) noise levels, as well as the design year (2043) noise levels were predicted using FHWA'S approved noise predicting program, Traffic Noise Model, Version 2.5 (TNM 2.5). To validate the model, short-term (15 minute) field measurements were taken at 10 sites within the analysis area; all applicable sites were validated.

A total of 216 receptors were identified within the noise analysis area, representing three different noise abatement criteria (NAC) land use activity categories, Activity Categories B, C, and D. Of the 216 receptors analyzed, 206 are classified as single-family residential units (Activity Category B), 8 are are classified as Activity Category C that include active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings and two are places of worship (church), Activity Category D. The analysis area also includes agricultural, industrial, and undeveloped land that, at the time of this analysis, was not permitted for future development (i.e., new subdivision or commercial building that has been platted). These areas are considered Activity Category F and Activity Category G land use types for which there is no NAC criteria. While receptors were not placed in these areas, an approximate contour representing the area likely to experience noise exposure levels of 66 dBA was defined. The modeled noise level ranged from 59.5 dBA to 71.4 dBA.

The results of this analysis identified 109 receptors as approaching/exceeding the NAC in the design year (2043). No receptors were identified as having predicted levels substantially exceeding the existing ambient levels. The noise level at the 109 impacted receptors ranges from 66.0 dBA to 75.8 dBA. There were twenty-two noise barrier locations modeled within the analysis area.

Noise abatement incorporated in Type 1 Added Capacity Projects must be both feasible and reasonable. INDOT considers noise abatement feasible if a majority (greater than 50%) of impacted receptors achieve at least five (5) dBA noise reductions in the design year and if it has engineering feasibility. The criteria for noise abatement reasonableness is based on the cost effectiveness per benefited receptor of constructing the prescribed noise barrier, with a design goal of a seven (7) dBA noise reduction for a majority (greater than 50%) of the impacted first row receptors. INDOT considers noise abatement reasonable if the cost of noise barrier construction is $25,000 or less per benefited receptor. In the case that the majority of the receptors were in place before the existing roadway, the cost allowed per benefited receptor is $30,000 or less. Public feedback is also required, either by public meeting or mailed survey, to determine abatement reasonableness.

Based on the studies completed to date, INDOT has identified 109 impacted receptors and has determined that noise abatement is likely, but not guaranteed, at one location, Noise Barrier 3. Noise abatement at this location is based upon preliminary design costs and design criteria. Noise abatement in this location at this time has been estimated to cost $ $648,890.00 and will reduce the noise level by a minimum of 7 dB(A) at a majority of the identified impacted receptors. A reevaluation of the noise analysis will occur

during final design. If during final design it has been determined that conditions have changed such that noise abatement is feasible and reasonable, the abatement measures might be provided. The final decision on the installation of any abatement measure(s) will be made upon the completion of the project's final design and the public involvement processes.

The viewpoints of the benefited residents and property owners were sought and were considered in determining the reasonableness of highway traffic noise abatement measures for proposed highway construction projects. American Structurepoint will incorporate highway traffic noise consideration in on-going activities for public involvement in the highway program. A copy of the noise analysis report is included in Appendix H, page 3.

## SECTION H – COMMUNITY IMPACTS

| **Regional, Community & Neighborhood Factors** | **Yes** | **No** |
|---|---|---|
| Will the proposed action comply with the local/regional development patterns for the area? | X | |
| Will the proposed action result in substantial impacts to community cohesion? | | X |
| Will the proposed action result in substantial impacts to local tax base or property values? | | X |
| Will construction activities impact community events (festivals, fairs, etc.)? | | X |
| Does the community have an approved transition plan? | | X |
| If No, are steps being made to advance the community's transition plan? | X | |
| Does the project comply with the transition plan? (explain in the discussion below) | X | |

*Discuss how the project complies with the area's local/regional development patterns; whether the project will impact community cohesion; and impact community events. Discuss how the project conforms with the ADA Transition Plan.*

There may be temporary inconveniences associated with construction such as increased travel times, construction noise and fugitive dust. There will be no substantial impacts on community cohesion or property values as a result of the project. Furthermore, no permanent or temporary economic effects are expected to result from the proposed project.

There is no acquisition of additional right-of-way that would remove land from the Scott County or Clark County property tax base resulting in a decrease in taxable property. A review of https://www.fairsandfestivals.net/ an online resource for local fairs and festivals, there are no scheduled festivals or other public events that will be impacted as a result of the project.

As required by the Americans with Disabilities Act (ADA) Scott County has developed an ADA Transition Plan. Currently, Clark Cunty is developing an ADA Transition Plan. The Clark County ADA Transition Plan is anticipated to be finalized and adopted in November 2022. I-65 in the project area is an interstate roadway that does not include any ADA components. There are no existing sidewalks or other pedestrian facilities within or adjacent to the project or within the project limits. There are no sidewalks or other pedestrian facilities included in the design due to the scope of work. The project complies with local development patterns for the area. No sidewalks or pedestrian facilities for the project area are included in the Scott County ADA transition plan.

The I-65 corridor is an existing roadway corridor, and all improvements are within existing right-of-way. The project is not anticipated to lead to changes in land use or tax base or contribute to or stimulate an increase in commercial or residential development in the project area.

**Public Facilities and Services**

*Discuss what public facilities and services are present in the project area and impacts (such as MOT) that will occur to them. Include how the impacts have been minimized and what coordination has occurred. Some examples of public facilities and services include health facilities, educational facilities, public and private utilities, emergency services, religious institutions, airports, transportation or public pedestrian and bicycle facilities.*

**Presence, no impact**

Based on a desktop review, the aerial map of the project area (Appendix E, page12), and the RFI report (Appendix E, page 1), there are two religious' facilities within the 0.5 mile search radius. The Scottsburg United Methodist Church and the Kingdom Hall of Jehovah's Witnesses and Scottsburg Airport are adjacent to the project area. Based on the scope of work for the project, all construction activity will remain within the existing right of way, no impact is expected.

There is an existing gas pipeline owned by Midwest Natural Gas Corporation that crosses the middle portion of the project area. Coordination with Midwest Natural Gas Corporation is ongoing as part of project development. Based on the scope of work for the project, no impact to the pipeline is anticipated.

The project includes a phased maintenance of traffic plan that allows for traffic to be maintained on I-65 for the duration of the construction period by sequencing of individual lane closures. Access to all interchanges will be maintained, but typical delays in construction zones with reduced speeds and potential restrictions can be expected during the project duration. Detours will be established on local county roads for construction activity related the Brownstown Road, County Line Road and Lake Road bridges. Detour routes will be established to maintain local traffic. Road closure is anticipated from 4-6 months. With the detour routing on the county roads, minimal impacts on school bus routes and emergency services will be mitigated by advance notice of the closures.

No impacts to health facilities, public utilities, religious institutions, or pedestrian facilities are anticipated. Delays will occur during the construction on I-65 but will cease with project completion. INDOT, or the contractor on behalf of INDOT, will coordinate with the local authorities prior to the start of construction, and access will be continuously maintained during construction.

**Early Coordination**

Early coordination letters were sent to Scottsburg United Methodist Church, the Kingdom Hall of Jehovah's Witnesses and INDOT Aviation. The Scottsburg United Methodist Church, the Kingdom Hall of Jehovah's Witnesses and INDOT Aviation did not respond to the early coordination letter. Utility coordination has begun, no relocations or disruption of service is currently anticipated. It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access.

| **Environmental Justice (EJ)** (Presidential EO 12898) | **Yes** | **No** |
|---|---|---|
| During the development of the project were EJ issues identified? | | X |
| Does the project require an EJ analysis? | | X |
| If YES, then: | | |
| Are any EJ populations located within the project area? | | |
| Will the project result in adversely high and disproportionate impacts to EJ populations? | | |

*Indicate if EJ issues were identified during project development. If an EJ analysis was not required, discuss why. If an EJ analysis was required, describe how the EJ population was identified. Include if the project has a disproportionately high or adverse effect on EJ populations and explain your reasoning. If yes, describe actions to avoid, minimize and mitigate these effects.*

**No EJ analysis required**

Under FHWA Order 6640.23A, FHWA and the project sponsor, as a recipient of funding from FHWA, are responsible to ensure that their programs, policies, and activities do not have a disproportionately high and adverse effect on minority or low-income populations. This project will have no relocations and will require less than 0.5 acre of additional permanent ROW; therefore, an EJ analysis is not required per the INDOT Categorical Exclusion Manual.

| **Relocation of People, Businesses or Farms** | **Yes** | **No** |
|---|---|---|
| Will the proposed action result in the relocation of people, businesses or farms? | | X |
| Is a BIS or CSRS required? | | X |

Number of relocations: Residences: N/A Businesses: N/A Farms: N/A Other: N/A

*Discuss any relocations that will occur due to the project. If a BIS or CSRS is required, discuss the results in the discussion below.*

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

## SECTION I – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

| **Hazardous Materials & Regulated Substances** (Mark all that apply) | **Documentation** |
|---|---|
| Red Flag Investigation (RFI) | X |
| Phase I Environmental Site Assessment (Phase I ESA) | |
| Phase II Environmental Site Assessment (Phase II ESA) | |
| Design/Specifications for Remediation required? | |

Date RFI concurrence by INDOT SAM (if applicable): September 30, 2021

*Include a summary of the potential hazardous material concerns found during review. Discuss in depth sites found within, directly adjacent to, or ones that could impact the project area. Refer to current INDOT SAM guidance. If additional documentation (special provisions, pay quantities, etc.) will be needed, include in discussion. Include applicable commitments.*

**Presence, with potential impact**

Based on a review of GIS and available public records, an RFI was completed by BLN on September 15, 2021 and INDOT SAM provided their concurrence on September 30, 2021. (Appendix E, page 1).

RCRA Generator/TSD facilities: There are two RCRA Generator/TSD facilities located within the 0.5 mile search radius. The nearest facility, Mid-America Science Park formerly known as Freudenberg-NOK Scottsburg Plant I (821 S Lake Rd South Scottsburg, IN 47170, AI #12100), is located 0.36 mile west of the project area; however, the icon is not mapped correctly, and the site is actually 0.32 mile west of the project area's northern terminus. No impact is expected.

State Cleanup Sites: There are three (3) State Cleanup Sites located within the 0.5 mile search radius. The nearest facility, Mid-America Science Park formerly known as Freudenberg-NOK Scottsburg Plant I (821 S Lake Rd South Scottsburg, IN 47170, AI #12100), is located 0.32 mile west of the project area's northern terminus. A hydraulic oil release was discovered at the site in 2001. A total of 368 tons of petroleum contaminated soil was excavated from the site and transported for disposal at a permitted facility. IDEM stated in a letter dated October 29, 2003 that No Further Action (NFA) is necessary for this site. It appears that the NFA for the site was revoked in 2008, but further information regarding the status release was not found in the IDEM VFC. No impact is expected.

Underground Storage Tank (UST) Sites: There are two UST Sites located within the 0.5 mile search radius. The nearest facility, Casey's General Store 2294 (705 W Lake Rd, Scottsburg, IN 47170 AI #52045) is located 0.34 mile east of the project area, near the northern termini. IDEM conducted an Underground Storage Tank Inspection on January 26, 2017, and the facility was found to be in compliance with equipment, operating, and maintenance requirements set forth in Indiana's UST Rule 329 IAC 9. No impact is expected.

Brownfields: There are two Brownfields sites located within the 0.5 mile search radius. The nearest facility, JPD West, LLC, formerly named Mariann Travel Inn and Restaurant (1250 W McClain Ave, Henryville, IN, AI #50318), is located 0.44 mile north of the project area, near the northern terminus. A Contaminated Aquifer Comfort Letter and Environmental Restrictive Covenants (ERCs) was issued to the previous site owner in November 2009. An ERC was recorded on the deed for the restaurant and inn in May 2010 and modified in August 2015. The modified ERC retains site and groundwater use restrictions for the property. No impact is expected.

NPDES Facilities: Twenty-eight (28) NPDES Facilities are located within the 0.5 mile search radius. The nearest facility, Bridge Replacement on I-65 over Brownstown Road, I-65 over Brownstown Road, Henryville, IN 47126, Object ID #3723, is located within the project area. According to the GIS layer, the NPDES Facility requested permits on December 14, 2013 for a bridge replacement. The permit expired on December 14, 2018. No impact is expected.

NPDES Pipe Locations: One (1) NPDES Pipe Location is located within the 0.5 mile search radius. The nearest pipe, IN0059056001A, 631 W Lake Rd, Scottsburg, IN 47170, NPSED ID #IN0059056, is located 0.19 mile west of the project area. According to the OWQ Wastewater report on November 30, 2019 the NPDES pipe is permitted by Scottsburg Water Department. No impact is expected.

Institutional Controls: There are eight Institutional Controls located within the 0.5 mile search radius. The nearest facility, Circle K 0130 (414 SR 160 W, Scottsburg, IN 47170, AI #7878), is adjacent to the project area in the southeast quadrant of the intersection with SR 160. An ERC was recorded on the deed of the property on December 2, 2013 for a release reported in 1993. The ERC includes a groundwater use restriction. Due to the ERC and proximity of the site to the project area, coordination with Lynette Schrowe, LSchrowe@idem.in.gov, with IDEM is recommended.

IDEM 303d Listed Streams and Lakes: There are eight Listed Streams located within the 0.5 mile search radius. Blue Lick Creek, Lodge Creek and Miller Fork cross the project area at three locations. Blue Lick Creek is located in the southern termini and is listed as impaired for Impaired Biotic Communities (IBC) and E. coli. Lodge Creek is located in the southern termini and is listed for IBC and E. coli. Miller Fork is listed for E. coli, Dissolved Oxygen (DO), and IBC. Concerning IBC, Best Management Practices (BMPs) will be used to avoid further degradation of the stream. Workers who are working in or near water with E. coli should take care to wear appropriate PPE, observe proper hygiene procedures, including regular hand washing, limit personal exposure.

Leaking Underground Storage Tanks (LUST): There are eleven Leaking Underground Storage Tank (LUST) sites located within the 0.5 mile search radius. The nearest facility, Circle K 0130 (414 SR 160 W, Scottsburg, IN 47170, AI #7878), is adjacent to the project area in the southeast quadrant of the intersection with SR 160. IDEM issued a No Further Action Approval Determination Pursuant to

the Remediation Closure Guide dated January 8, 2014, following the recording of an Environmental Restrictive Covenant (ERC) on the deed of the property for a release reported in 1993. The ERC includes a groundwater use restriction. A second release was reported to IDEM on January 10, 2017. The release was a surface spill that occurred during product delivery, and contaminated soil was subsequently removed from the spill area. IDEM issued a No Further Action Approval Determination Pursuant to Spill Response and Limited Subsurface Investigation Report, dated June 23, 2017. Due to the ERC and proximity of the site to the project area, coordination with Lynette Schrowe, LSchrowe@idem.in.gov, with IDEM is recommended.

The second facility, Stuckey's (I-65 & Highway 160, Henryville, IN, 47126, AI #1802), is adjacent to the project area in the southeast quadrant of the intersection with SR 160. The site had five USTs removed on November 21, 2000, and soil and groundwater impacts were detected. The site received a No Further Action on February 11, 2004, and since some contamination remains, on-site activities should be restricted to prevent further migration of the contamination. The site contaminates are located outside of the project area. No impact is expected.

For the Leaking Underground Storage Tank (LUST) /Institutional Control Site near the Circle K 0130 in Henryville, BLN provided project information to Lynette Schrowe at IDEM Institutional Controls on November 19, 2021 and no response was received. BLN followed up on the project again with IDEM on January14, 2022 and no response was received. BLN then coordinated with INDOT – SAM on January 31, 2022. BLN indicated that construction activities in the vicinity of this site includes excavation to approximately 2 ft below the ground surface for subgrade treatment and full depth shoulder construction along the eastern ramp. Although the reported depth to groundwater in the vicinity of the former on-site monitoring well MW-8 was 2.83 ft-bgs (August 2011), the location where excavation will occur is elevated and unlikely to encounter groundwater during the construction activities. In addition, there are no dewatering activities proposed along this portion of the ramps outside shoulder. If impacted groundwater is encountered, it will be properly handled, transported, and disposed (if warranted). Also, there would be a two-week notification to IDEM in advance of the construction activities which is included as a firm commitment in the document.

On February 3, 2022 INDOT-SAM agreed that at this stage of the project and draft environmental document, that including the details about groundwater and coordination with IDEM two weeks in advance of construction activities, would be an appropriate addition. If a response is received from IDEM prior to the final environmental document, then BLN will incorporate their response in the document. BLN added that if impacted groundwater is encountered near the LUST site at the Circle K 0130 (414 SR 160 W, Henryville, Indiana 47170, AI #7878), it will be properly handled, transported, and disposed of, if warranted. The contractor will also provide a two-week notification to IDEM in advance of the construction activities to the Hazardous Materials & Regulated Substances Section. This was added as a firm commitment.

None of the other hazmat sites identified are anticipated to impact the project. Further investigation for hazardous material concerns is not required at this time.

# Part IV – Permits and Commitments

## PERMITS CHECKLIST

| **Permits** (mark all that apply) | **Likely Required** |
|---|---|
| **Army Corps of Engineers (404/Section10 Permit)** | |
| Nationwide Permit (NWP) | |
| Regional General Permit (RGP) | |
| Individual Permit (IP) | X |
| Other | |
| **IN Department of Environmental Management (401/Rule 5)** | |
| Nationwide Permit (NWP) | |
| Regional General Permit (RGP) | |
| Individual Permit (IP) | X |
| Isolated Wetlands | |
| Rule 5 | X |
| Other | |
| **IN Department of Natural Resources** | |
| Construction in a Floodway | |

County Clark and Scott Route I-65 Des. No. Lead Des 1700135

| **Permits** (mark all that apply) | **Likely Required** |
|---|---|
| Navigable Waterway Permit | |
| Other | |
| **Mitigation Required** | |
| **US Coast Guard Section 9 Bridge Permit** | |
| **Others (Please discuss in the discussion below)** | |

*List the permits likely required for the project and summarize why the permits are needed, including permits designated as "Other."*

**Permits**

An IDEM Section 401 Individual Permit and a USACE Section 404 Individual Permit (IP) will be required due to project impacts to streams greater than 300 linear feet and impacts to wetlands greater than 0.10 acre.

An IDNR Construction in a Floodway Permit is not anticipated as the bridges over Blue Lick Creek, Caney Fork and Pigeon Roost Creek fall under the bridge exemption as they are located in a rural area with drainage areas less than 50 square miles,

An IDEM Rule 5 Notice of Intent and erosion control plan will be necessary since soil disturbance of one acre or more will occur.

The Clark and Scott County Surveyors Offices were contacted on October 30, 2020 by American Structurepoint, Inc. staff as part of the development of the Waters of the US Report. In a response dated October 30, 2020, the Clark County Surveyor indicated there are no legal drains in Clark County. In a response dated November 19, 2020, the Scott County Surveyor indicated that he is unaware of any regulated drains in the corridor. A County Regulated Drain Permit will not be required since the project is not impacting a Clark County or Scott County regulated drain.

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

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

## ENVIRONMENTAL COMMITMENTS

*List all commitments and include the name of agency/organization requesting/requiring the commitment(s). Listed commitments should be numbered.*

**Firm:**

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

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

3) USFWS Bridge/Structure Assessment shall take place no earlier than two (2) years prior to the start of construction. If construction will begin after July 27, 2023, an inspection of the structure by a qualified individual must be performed. Inspection of the structure should check for the presence of bats/bat indicators and/or the presence of birds. The results of the inspection must indicate no signs of bats or birds. If signs of bats or birds are documented during this inspection, the INDOT District Environmental Manager must be contacted immediately (INDOT ESD).

4) If impacted groundwater is encountered near the LUST site at the Circle K 0130 (414 SR 160 W, Henryville, Indiana 47170, AI #7878), it will be properly handled, transported, and disposed of, if warranted. The contractor will also provide a two-week notification to IDEM in advance of the construction activities. (INDOT SAM)

5) Blue Lick Creek is listed as impaired for IBC and E. coli. Lodge Creek is listed for IBC and E. coli. Concerning IBC, Best Management Practices (BMP) will be used to avoid further degradation of the stream. Workers who are working in or near water with E. coli should take care to wear appropriate PPE, observe proper hygiene procedures, including regular hand washing and limit personal exposure. (INDOT-SAM)

6) General AMM 1: Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA environmental commitments, including all applicable AMMs. (USFWS)

7) Lighting AMM 1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)

8) Tree Removal AMM 1: Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal (USFWS).

9) Tree Removal AMM 2: Apply time of year restrictions, April1 through September 30, 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 (USFWS, IDNR-DFW).

10) Tree Removal AMM 3: Ensure tree removal is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits) (USFWS).

11) Tree Removal AMM 4: Do not remove documented Indiana bat or NLEB roosts that are still suitable from roosting, or trees within 0.25 miles of roosts or documented foraging habitat any time of year (USFWS).

**FOR FURTHER CONSIDERTION:**

12) If box or pipe culverts are used, the bottoms should be buried to a minimum of 6” (or 20% of the culvert height/pipe diameter, whichever is greater up to a maximum of 2’) below the stream bed elevation to allow a natural streambed to form within or under the crossing structure. Crossings should: span the entire channel width (a minimum of 1.2 times the bankful width); maintain the natural stream substrate within the structure; have a minimum openness ratio (height x width/length) of 0.25; and have stream depth and water velocities during low-flow conditions that are approximate to those in the natural stream channel. The new, replacement, or rehabbed structure should not create conditions that are less favorable for wildlife passage under the structure compared to the current conditions (IDNR DFW).

13) The new, replacement, or rehabbed structure should not create conditions that are less favorable for wildlife passage under the structure compared to the current conditions (IDNR DFW).

14) Impacts to non-wetland forest of one (1) acre or more should be mitigated at a minimum 2:1 ratio. If less than one acre of non-wetland forest is removed in a rural setting, replacement should be at a 1:1 ratio based on area. Impacts to non-wetland forest under one (1) acre in an urban setting should be mitigated by planting five trees, at least 2 inches in diameter-at-breast height (dbh), for each tree which is removed that is 10 inches dbh or greater (5:1 mitigation based on the number of large trees) (IDNR DFW).

15) Do not excavate in the low flow area except for the placement of piers, foundations, and riprap, or removal of the old structure (IDNR DFW).

16) Do not construct any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumparounds (IDNR DFW).

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

# N O T E  T O  F I L E

| | |
|---|---|
| **DATE:** | May 31, 2023 |
| **TO:** | Drew Passmore, INDOT Environmental Policy Office (EPO) |
| **FROM:** | Josh Iddings and Preeti Samra, American Structurepoint, Inc. |
| **RE:** | Note to File: Des. No. 1700135 (Lead) – Added Travel Lanes and Road Reconstruction on I-65 in Clark and Scott Counties, Indiana |
| **CC:** | Brad Williamson, Nicole Foheybreting, INDOT; Patrick Wooden, American Structurepoint, Inc. |

This Note to File (NTF) has been prepared to provide an update to the environmental documentation for the Added Travel Lanes and Road Reconstruction on Interstate 65 (I-65) from 0.5 Mile North of Blue Lick Road to 0.5 Mile South of State Road (SR) 56 in Clark and Scott Counties. A Categorical Exclusion level 4 (CE-4) document was approved by the Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) on January 17, 2023 (Appendix C, pages C-1 to C-32). There have been no re-evaluation (NTF or Additional Information (AI)) documents prepared since the NEPA approval.

Since the approval of the 2023 CE-4 and in order to avoid impacting project schedule and budget, the scope of work and footprint for the project has been reduced based on guidance received by INDOT executive staff. This NTF has been prepared to document reduction in the project scope of work. Unless specifically discussed in this document, the impacts as identified in the 2023 CE-4 remain unchanged.

## 1.0 Purpose and Need

The original purpose and need of the project remain valid. As presented in the 2023 CE-4, the project need is due to deteriorating pavement conditions, current and future capacity deficiencies, safety issues and compliance with 4R Freeway design criteria. The project purpose is to extend the remaining service life to a minimum of 20 years, by addressing underlying subgrade and drainage issues, address the projected transportation demand in design year 2043 by improving the level of service (LOS) to a LOS of C or higher, and ensuring compliance with 4R Freeway design criteria, all of which impact the mobility and safety of the traveling public. For reference to the original purpose and need as well as capacity analysis, traffic and accident data, and existing road conditions, see Appendix C, pages C-3 to C-5.

## 2.0 Project Location

Subsequent to the approval of the environmental document, there was a modification in the project terminus.

The originally approved 2023 CE-4 described the project location on I-65, from 0.5 mile north of Blue Lick Road (Reference Post (RP) 16+27) to 0.5 mile south of the I-65/SR 56 Interchange (RP 29+10) in Clark and Scott Counties. For the specific location information from the original 2023 CE-4, see Appendix C, page C-5.

The modified design would begin 0.5 mile north of Blue Lick Road (RP 16+27) and end 2.2 miles south of the I-65/SR 56 Interchange (RP 27+12). This leaves the southern limits of the project unchanged but moves the northernmost limits of the project south by approximately two miles from what was presented in the 2023 CE-4. This modification reduces the total project length to 10.8 miles. More specifically, the modified project area now falls in Section 31 of Township 2 North and Range 7 East in Clark County: Sections 6, 7, and 18 of Township 2 North and Range 7 East and Sections 19, 30, and 31 of Township 3 North and Range 7 East in Scott County.

## 3.0 Preferred Alternative

For reference to the original preferred alternative for the environmental document, see Appendix C, page C-6.

The final design for the project will consist of an added travel lane and roadway replacement along the entirety of I-65, both northbound and southbound, within the modified project area (RP 16+27 to RP 27+12). RP 27+12 represents the northern end of the proposed added travel lane section in the 2023 CE-4. As a result of this modification, no change in the proposed end point of the six-lane section or transition back to the existing four lane existing section is proposed. The typical section from RP 16+27 to RP 27+12 will remain unchanged from the 2023 CE-4, consisting of six, 12-foot-wide travel lanes (three northbound and three southbound), separated by a two-foot six-inch-wide concrete median barrier. Paved 12-foot shoulders will be provided along the outside and paved 14-foot shoulders will be provided along the inside travel lanes. Additionally, the additional travel lanes still will be constructed by widening towards the median. However, all work north of RP 27+12 described in the 2023 CE-4 has been eliminated from the project. Please see Appendix A, A-1 to A-72 for updated plans illustrating the preferred alternative.

The removal of all work north of RP 27+12 will result in removal of one bridge and two pipe culverts from the preferred alternative. The Lake Road bridge over I-65 (I65-028-04232B) located approximately 1.06 miles south of SR 56, has been eliminated from the proposed undertaking. No work will occur on this bridge as a part of the modified project. Please see the 2023 CE-4 in Appendix C, page C-6 and C-11 for information regarding the original scope of work for this bridge.

In addition, work proposed on two pipe culverts included in the 2023 CE-4 have been eliminated from the project as noted below:

| Small Structures Eliminated from 2023 CE-4 | |
|---|---|
| **Structure ID** | **Station** |
| CV-I65-072-27.45 | 1033+22 |
| CLV-I65-072-27.81 | 1050+32 |

No work will occur on these two pipe culverts as part of the modified project. Please see the 2023 CE-4 Appendix C, pages C-11 to C-12 for more information regarding the proposed scope of work on these two structures.

The removal of Lake Road bridge over I-65 bridge also results in the removal of Des. No. 2001607 from the project contract. No additional Des. Nos. were associated with the two pipe culverts. Therefore, no additional Des. Nos. have been removed and no new Des. Nos. added to the undertaking.

As a result of the reduced scope of work, there has been a modification to the original Maintenance of Traffic (MOT) plan for the project. For reference to the original MOT plan for the project, see Appendix C, pages C-12 to C-13. The modified design will result in the northernmost crossover being shifted south to RP 27+50, instead of near RP 29+20. Although the limits have been reduced from prior plans, the MOT for the project will still include removing the crossover and restoring the median during Phase 4.

The modified project still demonstrates logical termini and independent utility as noted in the 2023 CE-4 (Appendix C, C-6 and C-7). The logical termini to the south still ties into the existing six-lane cross section 0.5 mile north of the I-65 Blue Lick Creek Interchange (RP 16+27). Although the northern termini has been shifted approximately two miles south, there has been no change in the proposed terminus of the six lane section; therefore, the modified project will still result in the six lane section ending at RP 27+12 as presented in the 2023 CE-4. Additionally, as noted in the 2023 CE-4, the project remains independent and usable even if no additional transportation improvements in the area are incorporated. The project will not require other improvements to meet its purpose and need and can be constructed without dependence on construction of other projects in the area. The project will not restrict the consideration of alternatives for other reasonably foreseeable transportation improvements or require a need for improvements beyond its termini or on intersecting routes.

## 4.0 Coordination

Based on the recommended reductions in scope detailed above, coordination between INDOT, Seymour District and INDOT Environmental Services Division (ESD) occurred in order to determine if a NTF would be sufficient to update the NEPA documentation for the project.

INDOT Environmental Policy Office (EPO), on behalf of FHWA and INDOT ESD, responded on May 11, 2023, concurring with the NTF approach (Appendix B, pages B-1 to B-2).

Based on coordination between INDOT, Seymour District and INDOT, Ecology and Waterway and Permitting Office (EWPO), it was determined that although the scope has been reduced, the impacts would be considered the same as previously presented; and therefore, the reduction in scope would not require any permit modifications (Appendix B, page B-3). Therefore, re-coordination with resource agencies that were initially contacted as a part of the development of the 2023 CE-4 is not warranted for this NTF.

On September 27, 2021, INDOT Cultural Resources Office (CRO) determined that this project falls within the guidelines of Category B, Type 2, 3, 4, 9 and 12 under the Minor Project Programmatic Agreement (MPPA) Appendix C, page C-22. The MPPA did not require archaeological reconnaissance. Because modifications to the preferred alternative for the project consist only of reducing the scope of work and all work would remain within existing right of way footprint which did not require archaeological reconnaissance, the revised project still meets the requirements of the MPPA, and the aforementioned category and types remains applicable for the project. No further consultation is required.

## 5.0 Conclusions

The changes to the scope of work and footprint for the project do not result in modification to the impacts to the environment outside of those previously documented in the 2023 CE-4 and do not warrant completion of an AI. Unless otherwise discussed in this NTF document, all information, conclusions, and commitments from the approved CE-4 remain valid and must be adhered to.

# Appendix C: Air Quality

U.S. Department of Transportation
Federal Highway Administration

**Indiana Division**

575 N. Pennsylvania St, Room 254
Indianapolis, IN 46204
317-226-7475
317-226-7341

April 24, 2024

In Reply Refer To:
HDA-IN

Ms. Lyndsay Quist
Deputy Commissioner Capital Program Management
Indiana Department of Transportation (INDOT)
100 North Senate Avenue
Indianapolis, IN 46204

Dear Ms. Quist:

We have completed our review of the INDOT's MPO Amendment 17 to the FY 2024-2028 Indiana Statewide Transportation Improvement Program (STIP) dated April 12, 2024. This amendment is for the inclusion of the following documents by reference:

- Kentuckiana Regional Planning & Development Agency (KIPDA)
  https://www.in.gov/indot/files/STIP_A24-MPO-17_KIPDA.pdf

INDOT and KIPDA have re-demonstrated fiscal constraint, air quality conformity, and provided opportunity for public comment and involvement, where applicable, regarding the documents identified above. The Federal Highway Administration (FHWA) considers this amendment to be in substantial compliance with the applicable requirements as sufficient to support a consistency finding for the STIP.

FHWA and the Federal Transit Administration (FTA) take formal action, through the development of the Federal Planning Finding (FPF), to evaluate and ensure that the STIP and MPO TIPs are developed according to statewide and metropolitan planning processes consistent with 23 U.S.C. 134 and 135, and 49 U.S.C. 5303 and 5304, as well as 23 CFR part 450, 500, and 49 CFR part 613. FHWA and FTA are required under 23 CFR 450.220 (b) to document and issue an FPF in conjunction with the approval of the STIP, or amended STIP. Based on the recently conducted FPF (dated August 31, 2023), FHWA and FTA find that the amended Indiana FY2024-2028 STIP substantially meets the transportation planning requirements and is approving the amended STIP (as recorded in MPO Amendment 17) subject to the corrective actions outlined in the FPF. FHWA and FTA will continue to partner with the INDOT to ensure the previously developed action plan is implemented to address the corrective actions. If progress is not made in addressing the corrective actions, future amendments to the FY2024-2028 STIP, or adoption of the FY2026-2030 STIP, may not be approved by USDOT.

FHWA only recognizes years 2024-2027 in the STIP. Any projects and/or phases of projects added in years outside of 2024-2027 are considered illustrative, and thus ineligible for federal funding at this time.

Should you have any questions regarding this approval please contact Erica Tait at 317-226-7481 or e-mail at erica.tait@dot.gov.

Sincerely,

Erica Tait Digitally signed by Erica Tait Date: 2024.04.24 08:41:53 -04'00'

For: Jermaine R. Hannon
Division Administrator

Enclosure

cc: Michael McNeil, INDOT
April Leckie, INDOT
La'Kesha Stewart, FHWA
Paige Story, FHWA

INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

Eric Holcomb, Governor
Michael Smith, Commissioner

April 12, 2024

Mr. Jermaine R. Hannon, Division Administrator
FHWA Indiana Division
575 North Pennsylvania St., Room 254
Indianapolis, IN 46204

Dear Mr. Hannon:

The Indiana Department of Transportation requests the projects listed in amendment STIP A24-MPO-17 to be incorporated into the 2024-2028 Statewide Transportation Improvement Program (STIP). Any projects and/or phases of projects added in years outside of 2024-2027 are considered illustrative, and thus ineligible for federal funding at this time.

The required Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP) documents have been included in this request and duly noted in the Amendment. We have determined that the proposed amendments are: 1) consistent with the transportation plan; 2) the TIP remains fiscally constrained in that federal funding resources are sufficient to support the new or modified projects; and 3) conform to state and national air quality standards.

KIPDA – Louisville
https://www.in.gov/indot/files/STIP_A24-MPO-17_KIPDA.pdf
The total dollar amount of this amendment (for fiscal years 2024-2027) has been verified. with FHWA.

We request your review and approval of the subject amendment. Should you have any questions pertaining to this amendment, please contact Michael McNeil, STIP Specialist at (317) 232-0223 or at mmcneil@indot.in.gov.

Sincerely,

Michael McNeil
for

April Leckie, Planning Manager
Intermediate Range Planning Division

| | | | | | |
|---|---|---|---|---|---|
| **MTP Action:** | None | | | | |
| **TIP Action:** | Update TIP funding and OTP | | | | |
| **Exempt/Non Exempt:** | Non-Exempt | | **Model Impact:** | Remove from 2025 scenario. | |
| **Project Sponsor:** | INDOT | **KIPDA ID:** | 2616 | **State ID:** | 1700135 |
| **County:** | Clark | **Parent ID:** | N/A | **Group ID:** | N/A |
| **Project Name:** | Widening of I-65 | **Funding Source:** | NHPP | **Open to Public Date:** | ~~2025~~ 2026 |
| **Total Estimated Project Cost:** | ~~$270,796,953~~ $260,971,778 | | **Total Cost Programmed in TIP to date:** | ~~$270,796,953~~ $260,971,778 | |
| **Description:** | Widen I-65 from 4 to 6 lanes from 0.25 miles south of Biggs Road (RP 16+42) in Clark County to Scottsburg (RP 28.88). | | | | |
| **Justification:** | The purpose of this project is to address the safety concern of the wet spots, remove the stripped HMA pavement, replace the existing underdrain system, and improve the subgrade beneath the pavement and construct added travel lanes in this portion of I-65. | | | | |
| **FY 23-26 TIP Funding:** | ~~*FY 2020 Preliminary Engineering phase with NHPP funds:~~<br>~~$2,700,000 (Federal) + $300,000 (Other) = $3,000,000 (Total)~~<br><br>*FY 2020 Preliminary Engineering phase with NHPP funds:<br>$6,140,075 (Federal) + $682,230 (Other) = $6,822,305 (Total)<br><br>*FY 2021 Preliminary Engineering phase with NHPP funds:<br>$848,276 (Federal) + $94,253 (Other) = $942,529 (Total)<br><br>*FY 2022 Preliminary Engineering phase with NHPP funds:<br>$1,429,177 (Federal) + $158,797 (Other) = $1,587,974 (Total)<br><br>FY 2023 Preliminary Engineering phase with NHPP funds:<br>$0 (Federal) + $32,900 (Other) = $32,900 (Total)<br><br>~~FY 2024 Preliminary Engineering phase with NHPP funds:~~<br>~~$1,350,000 (Federal) + $150,000 (Other) = $1,500,000 (Total)~~<br><br>~~FY 2024 Construction phase with NHPP funds:~~<br>~~$129,179,867 (Federal) + $14,353,319 (Other) = $143,533,186 (Total)~~<br><br>~~FY 2024 Construction phase with NHPP funds:~~<br>~~$199,338,331 (Federal) + $49,834,582 (Other) = $249,172,913 (Total)~~<br><br>FY 2025 Construction (CE) phase with NHPP funds:<br>$17,518,251 (Federal) + $1,946,472 (Other) = $19,464,723 (Total)<br><br>FY 2025 Construction (CN) phase with NHPP funds:<br>$208,909,212 (Federal) + $23,212,135 (Other) = $232,121,347 (Total) | | | | |
| *Funds programmed in fiscal years outside of the current 2023-2026 TIP years | | | | | |

# Appendix D: Additional Information

# Bridge/Structure Bat Assessment Form

| Date & Time of Assessment | DOT Project Number | Route/Facility Carried | County |
|---|---|---|---|
| 07/17/2024 | Des. 1600744 | Blue Lick Creek | Clark |
| **Federal Structure ID** NBI: 034850 Bridge No 165-016-04220 | **Structure Coordinates (latitude and longitude)** 38.5018291 N 85.7706739 W | **Structure Height (approximate)** | **Structure Length** 120.5 ft |

**Structure Type** (check one)

*Bridge Construction Style*

| | | | |
|---|---|---|---|
| ○ Cast-in-place |  | ○ Pre-stressed Girder |  |
| ○ Flat Slab/Box |  | ○ Steel I-beam |  |
| ○ Truss |   | ○ Covered |  |
| ○ Parallel Box Beam |  | ○ Other: N/A | |

*Culvert Type*

- ○ Box
- ○ Pipe/Round
- ○ Other:

*Other Structure*

- ○

**Structure Material** (check all that apply)

| *Deck Material* | *Beam Material* | *End/Back Wall Material* |
|---|---|---|
| ☐ Metal | ☐ None | ☒ Concrete |
| ☒ Concrete | ☒ Concrete | ☐ Timber |
| ☐ Timber | ☐ Steel | ☐ Stone/Masonry |
| ☐ Open grid | ☐ Timber | ☐ Other: |
| ☐ Other: | ☐ Other: | |

*Culvert Material*

- ☐ Metal
- ☐ Concrete
- ☐ Plastic
- ☐ Stone/Masonry
- ☐ Other: N/A

*Creosote Evidence*

- ○ Yes ○ No
- ○ Unknown

*Notes:*

**Crossings Traversed** (check all that apply)

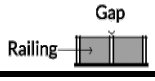
| | | | |
|---|---|---|---|
| ☐ | Bare ground | ☒ | Open vegetation |
| ☐ | Rip-rap | ☐ | Closed vegetation |
| ☒ | Flowing water | ☐ | Railroad |
| ☒ | Standing water | ☐ | Road/trail - Type: |
| ☐ | Seasonal water | ☐ | Other: |

**Surrounding Habitat** (check all that apply)

| | | | |
|---|---|---|---|
| ☒ | Agricultural | ☐ | Grassland |
| ☐ | Commercial | ☐ | Ranching |
| ☐ | Residential-urban | ☐ | Riparian/wetland |
| ☐ | Residential-rural | ☐ | Mixed use |
| ☒ | Woodland/forested | ☐ | 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) |
|---|---|---|
| ☒ All crevices and cracks: **Bridges/culverts:** rough surfaces or imperfections in concrete **Other structures:** soffits, rafters, attic areas | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☒ Concrete surfaces (open roosting on concrete) | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☒ Spaces between concrete end walls and the bridge deck | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☒ Crack between concrete railings on top of the bridge deck   | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☒ Vertical surfaces on concrete I-beams | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☒ Spaces between walls, ceiling joists | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☒ Weep holes, scupper drains, and inlets/pipes | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☒ All guiderails | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☐ All expansion joints | ☒ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |

Name: Brooke Lederman

Signature: Brooke Lederman

# Bridge/Structure Bat Assessment Form

| Date & Time of Assessment | DOT Project Number | Route/Facility Carried | County |
|---|---|---|---|
| 07/17/2024 | Des. 1600750 | Blue Lick Creek | Clark |
| **Federal Structure ID** NBI: 034860 Bridge No 165-016-04220 | **Structure Coordinates (latitude and longitude)** 38.5017475 N 85.7710470 W | **Structure Height (approximate)** | **Structure Length** 120.5 ft |

**Structure Type** (check one)

*Bridge Construction Style*

| | | | |
|---|---|---|---|
| ○ Cast-in-place |  | ○ Pre-stressed Girder |  |
| ○ Flat Slab/Box |  | ○ Steel I-beam |  |
| ○ Truss |   | ○ Covered |  |
| ○ Parallel Box Beam |  | ○ Other: N/A | |

*Culvert Type*

- ○ Box
- ○ Pipe/Round
- ○ Other:

*Other Structure*

- ○

**Structure Material** (check all that apply)

| *Deck Material* | *Beam Material* | *End/Back Wall Material* |
|---|---|---|
| ☐ Metal | ☐ None | ☒ Concrete |
| ☒ Concrete | ☒ Concrete | ☐ Timber |
| ☐ Timber | ☐ Steel | ☐ Stone/Masonry |
| ☐ Open grid | ☐ Timber | ☐ Other: |
| ☐ Other: | ☐ Other: | |

*Creosote Evidence*

- ○ Yes ○ No
- ○ Unknown

*Culvert Material*

- ☐ Metal
- ☐ Concrete
- ☐ Plastic
- ☐ Stone/Masonry
- ☐ Other: N/A

*Notes:*

**Crossings Traversed** (check all that apply)

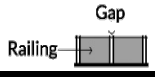
| | |
|---|---|
| ☐ Bare ground | ☒ Open vegetation |
| ☐ Rip-rap | ☐ Closed vegetation |
| ☒ Flowing water | ☐ Railroad |
| ☒ Standing water | ☐ Road/trail - Type: |
| ☐ Seasonal water | ☐ Other: |

**Surrounding Habitat** (check all that apply)

| | |
|---|---|
| ☒ Agricultural | ☐ Grassland |
| ☐ Commercial | ☐ Ranching |
| ☐ Residential-urban | ☐ Riparian/wetland |
| ☐ Residential-rural | ☐ Mixed use |
| ☒ Woodland/forested | ☐ 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) |
|---|---|---|
| ☒ All crevices and cracks: **Bridges/culverts:** rough surfaces or imperfections in concrete **Other structures:** soffits, rafters, attic areas | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☒ Concrete surfaces (open roosting on concrete) | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☒ Spaces between concrete end walls and the bridge deck | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☒ Crack between concrete railings on top of the bridge deck   | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☒ Vertical surfaces on concrete I-beams | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☒ Spaces between walls, ceiling joists | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☒ Weep holes, scupper drains, and inlets/pipes | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☒ All guiderails | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☐ All expansion joints | ☒ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |

Name: Brooke Lederman

Signature: Brooke Lederman

# Bridge/Structure Bat Assessment Form

| Date & Time of Assessment | DOT Project Number | Route/Facility Carried | County |
|---|---|---|---|
| 07/17/2024 | Des. 1600729 | Lodge Creek | Clark |
| **Federal Structure ID** NBI: 034880 Bridge No 165-016-04222 | **Structure Coordinates (latitude and longitude)** 38.5143939 N 85.7721632 W | **Structure Height (approximate)** | **Structure Length** 135.56 ft |

**Structure Type** (check one)

*Bridge Construction Style*

| | | | |
|---|---|---|---|
| ○ Cast-in-place |  | ○ Pre-stressed Girder |  |
| ○ Flat Slab/Box |  | ○ Steel I-beam |  |
| ○ Truss |   | ○ Covered |  |
| ○ Parallel Box Beam |  | ○ Other: N/A | |

*Culvert Type*

- ○ Box
- ○ Pipe/Round
- ○ Other:

*Other Structure*

- ○

**Structure Material** (check all that apply)

| *Deck Material* | *Beam Material* | *End/Back Wall Material* |
|---|---|---|
| ☐ Metal | ☐ None | ☒ Concrete |
| ☒ Concrete | ☒ Concrete | ☐ Timber |
| ☐ Timber | ☐ Steel | ☐ Stone/Masonry |
| ☐ Open grid | ☐ Timber | ☐ Other: |
| ☐ Other: | ☐ Other: | |

*Culvert Material*

- ☐ Metal
- ☐ Concrete
- ☐ Plastic
- ☐ Stone/Masonry
- ☐ Other: N/A

*Creosote Evidence*

- ○ Yes ○ No
- ○ Unknown

*Notes:*

**Crossings Traversed** (check all that apply)

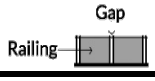
| | |
|---|---|
| ☒ Bare ground | ☒ Open vegetation |
| ☒ Rip-rap | ☐ Closed vegetation |
| ☒ Flowing water | ☐ Railroad |
| ☒ Standing water | ☐ Road/trail - Type: |
| ☐ Seasonal water | ☐ Other: |

**Surrounding Habitat** (check all that apply)

| | |
|---|---|
| ☒ Agricultural | ☐ Grassland |
| ☒ Commercial | ☐ Ranching |
| ☐ Residential-urban | ☐ Riparian/wetland |
| ☐ Residential-rural | ☐ Mixed use |
| ☒ Woodland/forested | ☐ 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) |
|---|---|---|
| ☒ All crevices and cracks: **Bridges/culverts:** rough surfaces or imperfections in concrete **Other structures:** soffits, rafters, attic areas | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☒ Concrete surfaces (open roosting on concrete) | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☒ Spaces between concrete end walls and the bridge deck | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☒ Crack between concrete railings on top of the bridge deck   | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☒ Vertical surfaces on concrete I-beams | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☒ Spaces between walls, ceiling joists | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☒ Weep holes, scupper drains, and inlets/pipes | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☒ All guiderails | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☐ All expansion joints | ☒ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |

Name: Brooke Lederman

Signature: Brooke Lederman

# Bridge/Structure Bat Assessment Form

| Date & Time of Assessment | DOT Project Number | Route/Facility Carried | County |
|---|---|---|---|
| 07/17/2024 | Des. 1600733 | Lodge Creek | Clark |
| **Federal Structure ID** NBI: 034890 Bridge No 165-016-04222 | **Structure Coordinates (latitude and longitude)** 38.5143389 N 85.7724474 W | **Structure Height (approximate)** | **Structure Length** 135.56 ft |

**Structure Type** (check one)

*Bridge Construction Style*

| | | | |
|---|---|---|---|
| ○ Cast-in-place |  | ○ Pre-stressed Girder |  |
| ○ Flat Slab/Box |  | ○ Steel I-beam |  |
| ○ Truss |   | ○ Covered |  |
| ○ Parallel Box Beam |  | ○ Other: N/A | |

*Culvert Type*

- ○ Box
- ○ Pipe/Round
- ○ Other:

*Other Structure*

- ○

**Structure Material** (check all that apply)

| *Deck Material* | *Beam Material* | *End/Back Wall Material* |
|---|---|---|
| ☐ Metal | ☐ None | ☒ Concrete |
| ☒ Concrete | ☒ Concrete | ☐ Timber |
| ☐ Timber | ☐ Steel | ☐ Stone/Masonry |
| ☐ Open grid | ☐ Timber | ☐ Other: |
| ☐ Other: | ☐ Other: | |

*Creosote Evidence*

- ○ Yes ○ No
- ○ Unknown

*Culvert Material*

- ☐ Metal
- ☐ Concrete
- ☐ Plastic
- ☐ Stone/Masonry
- ☐ Other: N/A

*Notes:*

**Crossings Traversed** (check all that apply)

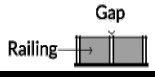
| | |
|---|---|
| ☒ Bare ground | ☒ Open vegetation |
| ☒ Rip-rap | ☐ Closed vegetation |
| ☒ Flowing water | ☐ Railroad |
| ☒ Standing water | ☐ Road/trail - Type: |
| ☐ Seasonal water | ☐ Other: |

**Surrounding Habitat** (check all that apply)

| | |
|---|---|
| ☒ Agricultural | ☐ Grassland |
| ☒ Commercial | ☐ Ranching |
| ☐ Residential-urban | ☐ Riparian/wetland |
| ☐ Residential-rural | ☐ Mixed use |
| ☒ Woodland/forested | ☐ 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) |
|---|---|---|
| ☒ All crevices and cracks: **Bridges/culverts:** rough surfaces or imperfections in concrete **Other structures:** soffits, rafters, attic areas | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☒ Concrete surfaces (open roosting on concrete) | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☒ Spaces between concrete end walls and the bridge deck | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☒ Crack between concrete railings on top of the bridge deck   | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☒ Vertical surfaces on concrete I-beams | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☒ Spaces between walls, ceiling joists | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☒ Weep holes, scupper drains, and inlets/pipes | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☒ All guiderails | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☐ All expansion joints | ☒ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |

Name: Brooke Lederman

Signature: Brooke Lederman

# Bridge/Structure Bat Assessment Form

| Date & Time of Assessment | DOT Project Number | Route/Facility Carried | County |
|---|---|---|---|
| 07/17/2024 | Des. 2001599 | Henry Brook | Clark |
| **Federal Structure ID** | **Structure Coordinates (latitude and longitude)** | **Structure Height (approximate)** | **Structure Length** |
| CV 165-010-18.35 | 38.5261295 N 85.7738777 W | 66 in | 189 ft |

**Structure Type** (check one)

*Bridge Construction Style*

- ○ Cast-in-place
- ○ Flat Slab/Box
- ○ Truss (Side View)
- ○ Parallel Box Beam
- ○ Pre-stressed Girder
- ○ Steel I-beam
- ○ Covered
- ○ Other: N/A

*Culvert Type*

- ○ Box
- ○ Pipe/Round
- ○ Other:

*Other Structure*

- ○

**Structure Material** (check all that apply)

| *Deck Material* | *Beam Material* | *End/Back Wall Material* |
|---|---|---|
| ☐ Metal | ☐ None | ☐ Concrete |
| ☐ Concrete | ☐ Concrete | ☐ Timber |
| ☐ Timber | ☐ Steel | ☐ Stone/Masonry |
| ☐ Open grid | ☐ Timber | ☐ Other: |
| ☐ Other: | ☐ Other: | |

*Creosote Evidence*

- ○ Yes ○ No
- ⊙ Unknown

*Culvert Material*

- ☒ Metal
- ☒ Concrete
- ☐ Plastic
- ☐ Stone/Masonry
- ☐ Other: N/A

*Notes:*

**Crossings Traversed** (check all that apply)

| | |
|---|---|
| ☐ Bare ground | ☐ Open vegetation |
| ☐ Rip-rap | ☐ Closed vegetation |
| ☒ Flowing water | ☐ Railroad |
| ☒ Standing water | ☐ Road/trail - Type: |
| ☐ Seasonal water | ☐ Other: |

**Surrounding Habitat** (check all that apply)

| | |
|---|---|
| ☒ Agricultural | ☐ Grassland |
| ☐ Commercial | ☐ Ranching |
| ☐ Residential-urban | ☐ Riparian/wetland |
| ☒ Residential-rural | ☐ Mixed use |
| ☒ Woodland/forested | ☐ 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) |
|---|---|---|
| ☒ All crevices and cracks: **Bridges/culverts:** rough surfaces or imperfections in concrete **Other structures:** soffits, rafters, attic areas | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☒ Concrete surfaces (open roosting on concrete) | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☐ Spaces between concrete end walls and the bridge deck | ☒ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☐ Crack between concrete railings on top of the bridge deck (Gap / Railing) | ☒ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☐ Vertical surfaces on concrete I-beams | ☒ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☐ Spaces between walls, ceiling joists | ☒ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☒ Weep holes, scupper drains, and inlets/pipes | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☐ All guiderails | ☒ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☐ All expansion joints | ☒ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |

Name: Brooke Lederman

Signature: Brooke Lederman

# Bridge/Structure Bat Assessment Form

| Date & Time of Assessment | DOT Project Number | Route/Facility Carried | County |
|---|---|---|---|
| 07/17/2024 | Des. 2001598 | Wolf Run | Clark |
| **Federal Structure ID** | **Structure Coordinates (latitude and longitude)** | **Structure Height (approximate)** | **Structure Length** |
| CV 165-010-19.90 | 38.5503569 N 85.7788339 W | 102 in | 270 ft |

**Structure Type** (check one)

*Bridge Construction Style*

- ○ Cast-in-place
- ○ Flat Slab/Box
- ○ Truss
- ○ Parallel Box Beam
- ○ Pre-stressed Girder
- ○ Steel I-beam
- ○ Covered
- ○ Other: N/A

*Culvert Type*

- ○ Box
- ○ Pipe/Round
- ○ Other:

*Other Structure*

- ○

**Structure Material** (check all that apply)

| *Deck Material* | *Beam Material* | *End/Back Wall Material* |
|---|---|---|
| ☐ Metal | ☐ None | ☐ Concrete |
| ☐ Concrete | ☐ Concrete | ☐ Timber |
| ☐ Timber | ☐ Steel | ☐ Stone/Masonry |
| ☐ Open grid | ☐ Timber | ☐ Other: |
| ☐ Other: | ☐ Other: | |

*Culvert Material*

- ☒ Metal
- ☐ Concrete
- ☐ Plastic
- ☐ Stone/Masonry
- ☐ Other: N/A

*Creosote Evidence*

- ○ Yes ○ No
- ⊙ Unknown

*Notes:*

**Crossings Traversed** (check all that apply)

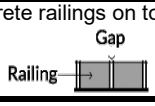
| | |
|---|---|
| ☐ Bare ground | ☐ Open vegetation |
| ☐ Rip-rap | ☐ Closed vegetation |
| ☒ Flowing water | ☐ Railroad |
| ☒ Standing water | ☐ Road/trail - Type: |
| ☐ Seasonal water | ☐ Other: |

**Surrounding Habitat** (check all that apply)

| | |
|---|---|
| ☒ Agricultural | ☐ Grassland |
| ☐ Commercial | ☐ Ranching |
| ☐ Residential-urban | ☐ Riparian/wetland |
| ☒ Residential-rural | ☐ Mixed use |
| ☒ Woodland/forested | ☐ 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) |
|---|---|---|
| ☒ All crevices and cracks: **Bridges/culverts:** rough surfaces or imperfections in concrete **Other structures:** soffits, rafters, attic areas | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☒ Concrete surfaces (open roosting on concrete) | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☐ Spaces between concrete end walls and the bridge deck | ☒ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☐ Crack between concrete railings on top of the bridge deck   | ☒ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☐ Vertical surfaces on concrete I-beams | ☒ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☐ Spaces between walls, ceiling joists | ☒ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☒ Weep holes, scupper drains, and inlets/pipes | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☐ All guiderails | ☒ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☐ All expansion joints | ☒ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |

Name: Brooke Lederman

Signature: Brooke Lederman

# Bridge/Structure Bat Assessment Form

| Date & Time of Assessment | DOT Project Number | Route/Facility Carried | County |
|---|---|---|---|
| 07/17/2024 | Des. 2001601 | Brownstown Rd | Clark |
| **Federal Structure ID** NBI: 034911 Bridge No 165-021-09939 | **Structure Coordinates (latitude and longitude)** 38.5699828 N 85.7786623 W | **Structure Height (approximate)** | **Structure Length** 75 ft |

**Structure Type** (check one)

*Bridge Construction Style*

| | | | |
|---|---|---|---|
| ○ Cast-in-place |  | ○ Pre-stressed Girder |  |
| ○ Flat Slab/Box |  | ○ Steel I-beam |  |
| ○ Truss |   | ○ Covered |  |
| ○ Parallel Box Beam |  | ○ Other: N/A | |

*Culvert Type*

- ○ Box
- ○ Pipe/Round
- ○ Other:

*Other Structure*

- ○

**Structure Material** (check all that apply)

| *Deck Material* | *Beam Material* | *End/Back Wall Material* |
|---|---|---|
| ☐ Metal | ☐ None | ☒ Concrete |
| ☒ Concrete | ☐ Concrete | ☐ Timber |
| ☐ Timber | ☒ Steel | ☐ Stone/Masonry |
| ☐ Open grid | ☐ Timber | ☐ Other: |
| ☐ Other: | ☐ Other: | |

*Culvert Material*

- ☐ Metal
- ☐ Concrete
- ☐ Plastic
- ☐ Stone/Masonry
- ☐ Other: N/A

*Creosote Evidence*

- ○ Yes ○ No
- ⊙ Unknown

*Notes:*

**Crossings Traversed** (check all that apply)

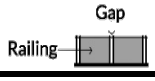
| | |
|---|---|
| ☐ Bare ground | ☒ Open vegetation |
| ☐ Rip-rap | ☐ Closed vegetation |
| ☐ Flowing water | ☐ Railroad |
| ☐ Standing water | ☒ Road/trail - Type: Road |
| ☐ Seasonal water | ☐ Other: |

**Surrounding Habitat** (check all that apply)

| | |
|---|---|
| ☐ Agricultural | ☐ Grassland |
| ☐ Commercial | ☐ Ranching |
| ☐ Residential-urban | ☐ Riparian/wetland |
| ☒ Residential-rural | ☐ Mixed use |
| ☒ Woodland/forested | ☐ 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) |
|---|---|---|
| ☒ All crevices and cracks: **Bridges/culverts:** rough surfaces or imperfections in concrete **Other structures:** soffits, rafters, attic areas | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☒ Concrete surfaces (open roosting on concrete) | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☒ Spaces between concrete end walls and the bridge deck | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☒ Crack between concrete railings on top of the bridge deck   | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☒ Vertical surfaces on concrete I-beams | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☒ Spaces between walls, ceiling joists | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☐ Weep holes, scupper drains, and inlets/pipes | ☒ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☒ All guiderails | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☐ All expansion joints | ☒ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |

Name: Brooke Lederman

Signature: Brooke Lederman

# Bridge/Structure Bat Assessment Form

| Date & Time of Assessment | DOT Project Number | Route/Facility Carried | County |
|---|---|---|---|
| 07/17/2024 | Des. 2001597 | West Fork Silver Creek | Clark |
| **Federal Structure ID** | **Structure Coordinates (latitude and longitude)** | **Structure Height (approximate)** | **Structure Length** |
| CV 165-010-22.65 | 38.5894146 N 85.7787369 W | 72 in | 255 ft |

**Structure Type** (check one)

*Bridge Construction Style*

- ○ Cast-in-place
- ○ Flat Slab/Box
- ○ Truss (Side View)
- ○ Parallel Box Beam
- ○ Pre-stressed Girder
- ○ Steel I-beam
- ○ Covered
- ○ Other: N/A

*Culvert Type*

- ○ Box
- ○ Pipe/Round
- ○ Other:

*Other Structure*

- ○

**Structure Material** (check all that apply)

| *Deck Material* | *Beam Material* | *End/Back Wall Material* |
|---|---|---|
| ☐ Metal | ☐ None | ☐ Concrete |
| ☐ Concrete | ☐ Concrete | ☐ Timber |
| ☐ Timber | ☐ Steel | ☐ Stone/Masonry |
| ☐ Open grid | ☐ Timber | ☐ Other: |
| ☐ Other: | ☐ Other: | |

*Culvert Material*

- ☒ Metal
- ☐ Concrete
- ☐ Plastic
- ☐ Stone/Masonry
- ☐ Other: N/A

*Creosote Evidence*

- ○ Yes ○ No
- ⊙ Unknown

*Notes:*

**Crossings Traversed** (check all that apply)

| | |
|---|---|
| ☐ Bare ground | ☐ Open vegetation |
| ☐ Rip-rap | ☐ Closed vegetation |
| ☒ Flowing water | ☐ Railroad |
| ☒ Standing water | ☐ Road/trail - Type: |
| ☐ Seasonal water | ☐ Other: |

**Surrounding Habitat** (check all that apply)

| | |
|---|---|
| ☒ Agricultural | ☐ Grassland |
| ☐ Commercial | ☐ Ranching |
| ☐ Residential-urban | ☐ Riparian/wetland |
| ☒ Residential-rural | ☐ Mixed use |
| ☒ Woodland/forested | ☐ 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) |
|---|---|---|
| ☒ All crevices and cracks: **Bridges/culverts:** rough surfaces or imperfections in concrete **Other structures:** soffits, rafters, attic areas | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☒ Concrete surfaces (open roosting on concrete) | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☐ Spaces between concrete end walls and the bridge deck | ☒ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☐ Crack between concrete railings on top of the bridge deck (Gap, Railing) | ☒ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☐ Vertical surfaces on concrete I-beams | ☒ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☐ Spaces between walls, ceiling joists | ☒ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☒ Weep holes, scupper drains, and inlets/pipes | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☐ All guiderails | ☒ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☐ All expansion joints | ☒ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |

Name: Brooke Lederman

Signature: Brooke Lederman

# Bridge/Structure Bat Assessment Form

| Date & Time of Assessment | DOT Project Number | Route/Facility Carried | County |
|---|---|---|---|
| 07/17/2024 | Des. 2001595 | UNT West Fork Silver Creek | Clark |
| **Federal Structure ID** | **Structure Coordinates (latitude and longitude)** | **Structure Height (approximate)** | **Structure Length** |
| CV 165-010-22.77 | 38.5906832 N 85.7787443 W | 72 in | 306 ft |

**Structure Type** (check one)

*Bridge Construction Style*

- ○ Cast-in-place
- ○ Flat Slab/Box
- ○ Truss (Side View)
- ○ Parallel Box Beam
- ○ Pre-stressed Girder
- ○ Steel I-beam
- ○ Covered
- ○ Other: N/A

*Culvert Type*

- ○ Box
- ○ Pipe/Round
- ○ Other:

*Other Structure*

- ○

**Structure Material** (check all that apply)

| *Deck Material* | *Beam Material* | *End/Back Wall Material* |
|---|---|---|
| ☐ Metal | ☐ None | ☐ Concrete |
| ☐ Concrete | ☐ Concrete | ☐ Timber |
| ☐ Timber | ☐ Steel | ☐ Stone/Masonry |
| ☐ Open grid | ☐ Timber | ☐ Other: |
| ☐ Other: | ☐ Other: | |

*Creosote Evidence*

- ○ Yes ○ No
- ⊙ Unknown

*Culvert Material*

- ☒ Metal
- ☒ Concrete
- ☐ Plastic
- ☐ Stone/Masonry
- ☐ Other: N/A

*Notes:*

**Crossings Traversed** (check all that apply)

| | |
|---|---|
| ☐ Bare ground | ☐ Open vegetation |
| ☐ Rip-rap | ☐ Closed vegetation |
| ☒ Flowing water | ☐ Railroad |
| ☒ Standing water | ☐ Road/trail - Type: |
| ☐ Seasonal water | ☐ Other: |

**Surrounding Habitat** (check all that apply)

| | |
|---|---|
| ☒ Agricultural | ☐ Grassland |
| ☐ Commercial | ☐ Ranching |
| ☐ Residential-urban | ☐ Riparian/wetland |
| ☒ Residential-rural | ☐ Mixed use |
| ☒ Woodland/forested | ☐ 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) |
|---|---|---|
| ☒ All crevices and cracks: **Bridges/culverts:** rough surfaces or imperfections in concrete **Other structures:** soffits, rafters, attic areas | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☒ Concrete surfaces (open roosting on concrete) | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☐ Spaces between concrete end walls and the bridge deck | ☒ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☐ Crack between concrete railings on top of the bridge deck (Gap, Railing) | ☒ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☐ Vertical surfaces on concrete I-beams | ☒ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☐ Spaces between walls, ceiling joists | ☒ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☒ Weep holes, scupper drains, and inlets/pipes | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☐ All guiderails | ☒ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☐ All expansion joints | ☒ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |

Name: Brooke Lederman

Signature: Brooke Lederman

# Bridge/Structure Bat Assessment Form

| Date & Time of Assessment | DOT Project Number | Route/Facility Carried | County |
|---|---|---|---|
| 07/17/2024 | Des. 2001603 | County Line Rd | Clark |
| **Federal Structure ID** NBI: 034930 Bridge No 165-023-04227 | **Structure Coordinates** (latitude and longitude) 38.6050850 N 85.7814764 W | **Structure Height** (approximate) | **Structure Length** 211.4 ft |

**Structure Type** (check one)

*Bridge Construction Style*

| | | | |
|---|---|---|---|
| ○ Cast-in-place |  | ○ Pre-stressed Girder |  |
| ○ Flat Slab/Box |  | ○ Steel I-beam |  |
| ○ Truss |   | ○ Covered |  |
| ○ Parallel Box Beam |  | ○ Other: N/A | |

*Culvert Type*

- ○ Box
- ○ Pipe/Round
- ○ Other:

*Other Structure*

- ○

**Structure Material** (check all that apply)

| *Deck Material* | *Beam Material* | *End/Back Wall Material* |
|---|---|---|
| ☐ Metal | ☐ None | ☒ Concrete |
| ☒ Concrete | ☒ Concrete | ☐ Timber |
| ☐ Timber | ☐ Steel | ☐ Stone/Masonry |
| ☐ Open grid | ☐ Timber | ☐ Other: |
| ☐ Other: | ☐ Other: | |

*Culvert Material*

- ☐ Metal
- ☐ Concrete
- ☐ Plastic
- ☐ Stone/Masonry
- ☐ Other: N/A

*Creosote Evidence*

- ○ Yes ○ No
- ○ Unknown

*Notes:*

**Crossings Traversed** (check all that apply)

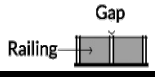
| | | | |
|---|---|---|---|
| ☐ Bare ground | ☐ Open vegetation | ☐ Agricultural | ☐ Grassland |
| ☐ Rip-rap | ☐ Closed vegetation | ☒ Commercial | ☐ Ranching |
| ☐ Flowing water | ☐ Railroad | ☐ Residential-urban | ☐ Riparian/wetland |
| ☐ Standing water | ☒ Road/trail - Type: County Road | ☒ Residential-rural | ☐ Mixed use |
| ☐ Seasonal water | ☐ Other: | ☒ Woodland/forested | ☐ Other: |

**Surrounding Habitat** (check all that apply)

**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) |
|---|---|---|
| ☒ All crevices and cracks: **Bridges/culverts:** rough surfaces or imperfections in concrete **Other structures:** soffits, rafters, attic areas | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☒ Concrete surfaces (open roosting on concrete) | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☒ Spaces between concrete end walls and the bridge deck | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☒ Crack between concrete railings on top of the bridge deck   | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☒ Vertical surfaces on concrete I-beams | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☒ Spaces between walls, ceiling joists | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☒ Weep holes, scupper drains, and inlets/pipes | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☒ All guiderails | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☐ All expansion joints | ☒ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |

Name: Brooke Lederman

Signature: Brooke Lederman

# Bridge/Structure Bat Assessment Form

| Date & Time of Assessment | DOT Project Number | Route/Facility Carried | County |
|---|---|---|---|
| 07/17/2024 | Des. 2001604 | Pigeon Roost Creek | Scott |
| **Federal Structure ID** NBI: 034940 Bridge No 165-024-04229 | **Structure Coordinates (latitude and longitude)** 38.6199908 N 85.7828124 W | **Structure Height (approximate)** | **Structure Length** 97.75 ft |

**Structure Type** (check one)

*Bridge Construction Style*

- ○ Cast-in-place
- ○ Flat Slab/Box
- ○ Truss (Side View)
- ○ Parallel Box Beam
- ○ Pre-stressed Girder
- ○ Steel I-beam
- ○ Covered
- ○ Other: N/A

*Culvert Type*

- ○ Box
- ○ Pipe/Round
- ○ Other:

*Other Structure*

- ○

**Structure Material** (check all that apply)

| *Deck Material* | *Beam Material* | *End/Back Wall Material* |
|---|---|---|
| ☒ Metal | ☐ None | ☒ Concrete |
| ☐ Concrete | ☒ Concrete | ☐ Timber |
| ☐ Timber | ☐ Steel | ☐ Stone/Masonry |
| ☐ Open grid | ☐ Timber | ☐ Other: |
| ☐ Other: | ☐ Other: | |

*Creosote Evidence*

- ○ Yes ○ No
- ⊙ Unknown

*Culvert Material*

- ☐ Metal
- ☐ Concrete
- ☐ Plastic
- ☐ Stone/Masonry
- ☐ Other: N/A

*Notes:*

**Crossings Traversed** (check all that apply)

| | |
|---|---|
| ☐ Bare ground | ☐ Open vegetation |
| ☐ Rip-rap | ☐ Closed vegetation |
| ☒ Flowing water | ☐ Railroad |
| ☐ Standing water | ☐ Road/trail - Type: |
| ☐ Seasonal water | ☐ Other: |

**Surrounding Habitat** (check all that apply)

| | |
|---|---|
| ☒ Agricultural | ☐ Grassland |
| ☐ Commercial | ☐ Ranching |
| ☐ Residential-urban | ☐ Riparian/wetland |
| ☐ Residential-rural | ☐ Mixed use |
| ☒ Woodland/forested | ☐ 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) |
|---|---|---|
| ☒ All crevices and cracks: **Bridges/culverts:** rough surfaces or imperfections in concrete **Other structures:** soffits, rafters, attic areas | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☒ Concrete surfaces (open roosting on concrete) | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☒ Spaces between concrete end walls and the bridge deck | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☒ Crack between concrete railings on top of the bridge deck (Gap / Railing) | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☒ Vertical surfaces on concrete I-beams | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☒ Spaces between walls, ceiling joists | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☒ Weep holes, scupper drains, and inlets/pipes | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☒ All guiderails | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☐ All expansion joints | ☒ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |

Name: Brooke Lederman

Signature: Brooke Lederman

# Bridge/Structure Bat Assessment Form

| Date & Time of Assessment | DOT Project Number | Route/Facility Carried | County |
|---|---|---|---|
| 07/17/2024 | Des. 2001605 | Pigeon Roost Creek | Scott |
| **Federal Structure ID** NBI: 034950 Bridge No 165-024-04229 | **Structure Coordinates (latitude and longitude)** 38.6199047 N 85.7831234 W | **Structure Height (approximate)** | **Structure Length** 97.75 ft |

**Structure Type** (check one)

*Bridge Construction Style*

| | | | |
|---|---|---|---|
| ○ Cast-in-place |  | ○ Pre-stressed Girder |  |
| ○ Flat Slab/Box |  | ○ Steel I-beam |  |
| ○ Truss |   | ○ Covered |  |
| ○ Parallel Box Beam |  | ○ Other: N/A | |

*Culvert Type*

- ○ Box
- ○ Pipe/Round
- ○ Other:

*Other Structure*

- ○

**Structure Material** (check all that apply)

| *Deck Material* | *Beam Material* | *End/Back Wall Material* |
|---|---|---|
| ☒ Metal | ☐ None | ☒ Concrete |
| ☐ Concrete | ☒ Concrete | ☐ Timber |
| ☐ Timber | ☐ Steel | ☐ Stone/Masonry |
| ☐ Open grid | ☐ Timber | ☐ Other: |
| ☐ Other: | ☐ Other: | |

*Culvert Material*

- ☐ Metal
- ☐ Concrete
- ☐ Plastic
- ☐ Stone/Masonry
- ☐ Other: N/A

*Creosote Evidence*

- ○ Yes ○ No
- ⊙ Unknown

*Notes:*

**Crossings Traversed** (check all that apply)

| | |
|---|---|
| ☐ Bare ground | ☐ Open vegetation |
| ☐ Rip-rap | ☐ Closed vegetation |
| ☒ Flowing water | ☐ Railroad |
| ☐ Standing water | ☐ Road/trail - Type: |
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**Surrounding Habitat** (check all that apply)

| | |
|---|---|
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**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) |
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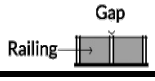
| ☒ Spaces between concrete end walls and the bridge deck | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☒ Crack between concrete railings on top of the bridge deck   | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☒ Vertical surfaces on concrete I-beams | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
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| ☒ Weep holes, scupper drains, and inlets/pipes | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☒ All guiderails | ☐ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |
| ☐ All expansion joints | ☒ Not present | ☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species |

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