

Appendix C: Early Coordination



January 8, 2021

Ron Bales
Indiana Department of Transportation / Manager, Environmental Policy
100 N Senate Ave.
Indianapolis, IN 46204

Via Email: rbales@indot.in.gov

Sample Early Coordination Letter

Re: Early Coordination Letter
Des. No. 2002553
DPW Project ST-45-067
County Line Road
Added Travel Lanes
Marion & Johnson Counties, Indiana

Dear Ms. Bales:

The City of Indianapolis with assistance from the Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) intends to proceed with a project involving the widening of County Line Road from the east end of the I-69 Interchange east to SR 135 in Marion and Johnson counties, Indiana. Widening will include the construction of a sidewalk and multi-use path along County Line Road and the replacement of two bridges, Structure No. 49-4503F over Pleasant Run Creek and Structure No. 49-4510F over Buffalo Creek. This letter is part of the early coordination phase of the environmental review process. We request comments from you within your area of expertise regarding any potential environmental or community effects associated with this proposed project. **Please use the above designation number and description in your reply.** We will incorporate your comments into a study of the project's environmental effects which will be conducted in accordance with the National Environmental Policy Act (NEPA). At this time, we do not know the NEPA class of action for the proposed action.

Project Location: This project is located on County Line Road, begins 0.30 mile west of Morgantown Road, in a rural portion on the dividing line between Marion and Johnson Counties and extends east to SR 135/Meridian Street. More specifically, the project is located in Sections 21, 22, 23, 26, 27, and 28, Township 14 North, Range 3 East in White River Township.

Existing Conditions: County Line Road is classified as a two-lane primary arterial roadway through the majority of the project corridor. The road expands to 5 lanes (two lanes in each direction with a turning lane to Meridian Street) between South Illinois Street and SR 135. The majority of the project area does not have pedestrian facilities, curb and gutter, or shoulders. Sidewalks, curb and gutter, and shoulders are only associated with the 5 lane section of County Line Road between South Illinois Street and Royal Meadow Drive.

There are two major intersections along County Line Road and within the project limits: Morgantown Road and Railroad Road/Peterman Road. The Morgantown Road intersection is controlled by a traffic signal and has left turn lanes in all directions. There is a steep hill on County Line Road just west of this intersection, with an existing roadway grade of approximately 9 percent.



The Railroad Road/Peterman Road intersection is controlled by a 4-way stop, with a single approach lane from all four directions. The Indiana Railroad has a single-track rail line immediately adjacent to Railroad Road/Peterman Road, with an at-grade crossing of County Line Road less than 50 feet west of the intersection. The crossing has overhead flashers but no gates.

The existing structure over Pleasant Creek Run (Structure No. 49-4503F) is approximately 650 feet east of the Morgantown Road Intersection. It is a 3-span concrete box beam bridge approximately 100 feet in length. The second existing structure within the project limits over Buffalo Creek (Structure No. 49-4510F) is located just west of Leisure Lane on County Line Road. It is a 3-span reinforced concrete slab approximately 150 feet in length.

Purpose and Need: The purpose of the South County Line Road project is to address capacity deficiencies, improve east-west mobility, and improve safety within the corridor. The need for this project is the existing and future capacity restrictions as the projected traffic demands will exceed the capacity of the existing two-lane configuration. Additionally, there are no pedestrian or bicycle facilities associated with the existing roadway which is in a high density residential area.

Proposed Project: The proposed project includes County Line Road being expanded to a 5-lane road (two 11 foot lanes in each direction and a 13 foot two-way left turn lane) with a 10-foot multi-purpose trail on the north side, 6-foot grass buffers on either side and a 6-foot sidewalk on the south side of the roadway. The two existing bridges will also be replaced to accommodate the additional travel lanes. The proposed bridge structures will accommodate the proposed roadway with the only modification to the typical section being that the grass buffers will be 2 feet per side within the bridge structure limits. The project will also construct stormwater detention, enclosed stormwater system, and address the sharp vertical curve at Morgantown Road.

Right-of-Way: The project requires the acquisition of approximately 15 acres of permanent and/or temporary right-of-way. It anticipated that up to 22 residential relocations will be required. During the design phases, the amount of right-of-way to be acquired and the number of relocations will be minimized to the extent possible.

Maintenance of Traffic (MOT): Maintenance of traffic will be phased corresponding with the different phases of construction. Two way traffic and access to all properties is anticipated to be maintained at all times.

Surrounding Resources: Land use in the vicinity of the project is primarily residential with a few commercial entities on both ends of the project area and one area of agricultural land. The project is located within a MS4 permitted area. The project will cross Pleasant Run and Buffalo Creek, both of which have a regulated floodway. Additionally, the project area is located in a wellhead protection area for groundwater resources.

A waters and wetlands determination and a biological assessment has been completed to identify any ecological resources that may be present. Pleasant Run and Buffalo Creek were identified as jurisdictional waterways. This project may qualify for the application of the United States Fish and Wildlife Service (USFWS) range-wide programmatic informal consultation for the Indiana bat and northern long-eared bat. The USFWS Information, Planning, and Consultation System (IPaC) will be utilized to determine the project's potential to affect the Indiana bat and northern long-eared bat.



Comments Request: You are asked to review this information and provide any comments you may have relative to the anticipated effects of the project on areas which you have jurisdiction or special expertise. Please send your comments to Adin McCann, of HNTB Corporation, at amccann@hntb.com or (317) 917-5325. Should we not receive your response within thirty (30) calendar days from the date of this letter, it will be assumed that your agency feels that there will be no adverse effects incurred as a result of the proposed project. However, should you find that an extension to the response time is necessary, a reasonable amount may be granted upon request.

If you have any questions regarding this matter, please feel free to contact Adin McCann of HNTB at amccann@hntb.com or (317) 917-5325, or Ericka Miller of the City of Indianapolis Department of Public Works at ericka.miller@indy.gov or (317) 327-5252. Thank you in advance for your input.

Sincerely,

HNTB CORPORATION

Adin McCann

Adin McCann, PE
Environmental Planning Section Manager

Attachments have been removed to avoid duplication. Graphics and photos can be found in Appendix B of this document.

Attachments: Figure 1: Project Location Map
Figure 2: Project Area Aerial
Figure 3: USGS 7.5 Minute Topographic Quad Map
Figure 4: Photo Location Map
Project Location Photographs

Cc: Ericka Miller, City of Indianapolis Department of Public Works
Chris Schultz, HNTB Corporation
Debra Jenkins, Marion County Surveyor
Kerry Forestal, Marion County Sheriff
Kathy Allen, City/Town of Indianapolis MS4 Coordinator
Mallory Duncan, INDOT Communications Director
Brian Royer, Indiana Department of Natural Resources Division of Oil and Gas
Julian Courtade, Indiana Department of Transportation, Office of Aviation
Christie Stanifer, Indiana Department of Natural Resources
Alisha Turnbow, IDEM Groundwater Section
Rick Neilson, NRCS- State Conservationist
Greg McKay US Army Corps of Engineers, Louisville District
US Department of Housing and Urban Development
Robin McWilliams-Munson, US Fish and Wildlife Service
Taylor Darrah, INDOT Environmental Section Manager- Greenfield District
David Dye, INDOT Environmental Section Manager- Seymour District
National Parks Service- Midwest Regional Office
Erica Tait, Federal Highway Administration - Seymour District
Kari Carmany-George, Federal Highway Administration
US Department of Housing & Development



Rick Nelson, USDA Natural Resource Conservation Service
City of Indianapolis, City Council
Ernest Malone, City of Indianapolis Fire Chief
Joe Hogsett, City of Indianapolis Mayor
Dan Parker, City of Indianapolis Department of Public Works
Department of Metropolitan Development
Bryan Roach, Indianapolis Metropolitan Police Department
Anna Gremling, Indianapolis Metropolitan Police Department
Inez Evans, IndyGo
Joseph O'Connor, Marion County Board of Commissioners
Aleesia Johnson, Marion County Community Schools
Dennis Peters, Marion County Emergency Services
Ron West, Johnson County Commissioners
James Ison, Johnson County Council
Stephanie Sitching, Johnson County Emergency Management
Center Grove Community School Corporation
Perry Township Office
Mark Messick, White River Township Office
Jeremy Pell, White River Township Fire Department
Darin Hoggart, Greenwood Fire Department
Mark Myers, Greenwood Mayor
David Hopper, Greenwood Common Council
Ron Bales, Greenwood Common Council
Daniel Johnston, Greenwood Community Development Services
Rob Taggart, Greenwood Parks Department
Christopher Jones, Greenwood Stormwater Department
James Ison, Greenwood Police Department
Duane Burgess, Johnson County Sheriff
Luke Mastin, Johnson County Highway Department
David Hittle, Johnson County Planning and Zoning
Greg Cantwell, Johnson County Surveyor
Johnson County Parks and Recreation
Perry Township Schools
Access Johnson County/Gateway Services
Johnson County Soil and Water Conservation District
Marion County Soil and Water Conservation District
Ron Bales, INDOT Environmental Policy Manager
Carefree Club
Katherine Jamriska, Indiana American Water
Christina Gosnell, Indiana American Water
Grace Baptist Church
Sandra Flum, INDOT I-69 Section 6
SecurCare Self-Storage
Indiana Geological Survey
Indiana Department of Environmental Management
Texas Eastern Transmission Corp. / Enterprise Products Company
Neil VanTrees, Johnson County Highway Department
Jonathan Wallace, Indiana Department of Transportation





November 22, 2021

Early Coordination Mailing List

Sample Re-Coordination Letter

Re: Early Coordination Letter - Revised
Des. No. 2002553
DPW Project ST-45-067
County Line Road Added Travel Lanes
Marion & Johnson Counties, Indiana

To Whom it May Concern:

The City of Indianapolis with assistance from the Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) intends to proceed with a project involving the widening of County Line Road from the east end of the I-69 Interchange east to SR 135 in Marion and Johnson counties, Indiana. Widening will include the construction of a sidewalk and multi-use path along County Line Road and the replacement of two bridges, Structure No. 49-4503F over Pleasant Run Creek and Structure No. 49-4510F over Buffalo Creek. This re-coordination letter is part of the early coordination phase of the environmental review process. We request comments from you within your area of expertise regarding any potential environmental or community effects associated with this proposed project. **Please use the above designation number and description in your reply.** We will incorporate your comments into a study of the project's environmental effects which will be conducted in accordance with the National Environmental Policy Act (NEPA). At this time, we do not know the NEPA class of action for the proposed action.

This project along County Line Road begins 0.30 mile west of Morgantown Road and extends east to SR 135/Meridian Street. More specifically, the project is located in Sections 21, 22, 23, 26, 27, and 28, Township 14 North, Range 3 East in White River Township.

As the project has developed, more detail has become available regarding necessary drainage improvements, as well as closure of two intersections within the project limits. In addition, a new local road connection has been added to the project.

In order to adequately address drainage, the project area has been extended north along Railroad Road approximately 500 feet and south along Peterman Road/CR 400S approximately 750 feet. Drainage improvements will include construction of new enclosed storm sewers on the west side of Peterman Road/CR 400S and the east side of the railroad tracks outletting to a drainage ditch flowing to Buffalo Creek.

The eastern intersection of Morris Road with County Line Road and the intersection of Mount Pleasant East Street with County Line Road will be converted to cul-de-sacs, with no access to County Line Road. These changes are necessary due to the correction of the steep incline of County Line Road near Morgantown Road. Due to the permanent closure of the County Line Road/Mount Pleasant East Street intersection, a new local road will be constructed to provide access to the Mount Pleasant community. This roadway will be approximately 400 feet in length and 20-24 feet wide and will connect the Mount Pleasant neighborhood to Bluff Road.



At this time, based on preliminary design it is anticipated that approximately 20 acres of permanent right-of-way, 8 acres of temporary right-of-way, and 10 relocations will be required as part of this project development.

Field work has been performed to identify any ecological resources that may be present in the expanded project area. Addendums to necessary supporting environmental documents will be completed.

Comments Request: You are asked to review this information and provide any comments you may have relative to the anticipated effects of the project on areas which you have jurisdiction or special expertise. Please send your comments to Christine Meador, of HNTB Corporation, at cmeador@hntb.com or (317) 917-5338. Should we not receive your response **within thirty (30) calendar days** from the date of this letter, it will be assumed that your agency feels that there will be no adverse effects incurred as a result of the proposed project. However, should you find that an extension to the response time is necessary, a reasonable amount may be granted upon request.

If you have any questions regarding this matter, please feel free to contact Christine Meador of HNTB at cmeador@hntb.com or (317) 917-5338, or Ericka Miller of the City of Indianapolis Department of Public Works at ericka.miller@indy.gov or (317) 327-5252. Thank you in advance for your input.

Sincerely,

HNTB CORPORATION



Christine Meador
Environmental Planning Task Manager

Attachments have been removed to avoid duplication. Graphics and photos can be found in Appendix B of this document.

Attachments: Project Location Map
Project Area Aerial
USGS 7.5 Minute Topographic Quad Map
Photo Location Map
Project Location Photographs

Cc: Ericka Miller, Project Manager, City of Indianapolis Department of Public Works
Jonathan Wallace, Project Manager, Indiana Department of Transportation
Chris Schultz, Project Manager, HNTB Corporation



Early Coordination Mailing List

Greg McKay, US Army Corps of Engineers, Louisville District
US Department of Housing and Urban Development
National Parks Service- Midwest Regional Office
Erica Tait, Federal Highway Administration
Kari Carmany-George, Federal Highway Administration
US Department of Housing & Development
Mallory Duncan, INDOT Communications Director
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Christie Stanifer, Indiana Department of Natural Resources
Alisha Turnbow, IDEM Groundwater Section
Rick Neilson, NRCS- State Conservationist
Brian Royer, Indiana Department of Natural Resources Division of Oil and Gas
Ron Bales, INDOT Environmental Policy Manager
Taylor Darrah, INDOT Environmental Section Manager- Greenfield District
Sandra Flum, INDOT I-69 Section 6
Indiana Geological and Water Survey
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Greg Cantwell, Johnson County Surveyor
Johnson County Parks and Recreation
Perry Township Schools
Access Johnson County/Gateway Services
Johnson County Soil and Water Conservation District
Marion County Soil and Water Conservation District

Re-coordination letter also sent
to the Marion and Johnson
County Floodplain
Administrators on May 10, 2023
& CenterPoint on October 2,
2023



Carefree Club
Katherine Jamriska, Indiana American Water
Christina Gosnell, Indiana American Water
Grace Baptist Church
SecurCare Self Storage
Texas Eastern Transmission Corp. / Enterprise Products Company
Neil VanTrees, Johnson County Highway Department



From: McWilliams, Robin <robin_mcwilliams@fws.gov>
Sent: Wednesday, January 27, 2021 1:41 PM
To: Christine Meador
Subject: Re: [EXTERNAL] County Line Road -Early Coordination Letter Des. No. 2002553

Dear Christine,

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

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

The project is within the range of the Indiana bat (*Myotis sodalis*) and northern long-eared bat (*Myotis septentrionalis*) and should follow the new Indiana bat/northern long-eared bat programmatic consultation process, if applicable (i.e. a federal transportation nexus is established). The Service has 14 days after a "Not Likely to Adversely Affect" determination letter is generated to review the project and provide additional comments or request additional information; if you do not receive a response from us within 14 days, we have no additional comments.

There is a record of the northern long-eared bat about 380 ft from the roadway near the western end of the project. As a result, the project is in documented habitat. If the tree-clearing activities stay within 300 feet of the edge of pavement, the project should still be able to use the formal component of the rangewide programmatic. Since the only species with a record nearby is the NLEB, compensatory will not be necessary.

To protect the water quality of the two streams in the project area, we recommend using pollutant-trapping technology such as storm drain inserts, etc. (when the new sidewalks and gutters/drains are installed) to reduce the runoff of urban pollutants directly to the adjacent stream systems.

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

We appreciate the opportunity to comment at this early stage of project planning. If you have any questions about our recommendations, please call (812) 334-4261 x. 207.

Sincerely,
Robin McWilliams Munson

Standard Recommendations:

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

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

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

Robin McWilliams Munson
Fish and Wildlife Biologist
U.S. Fish and Wildlife Service
620 South Walker Street
Bloomington, IN 46142
812-334-4261

Mon-Tues 8-3:30p
Wed-Thurs 8:30-3p Telework

From: Christine Meador <CMeador@HNTB.com>
Sent: Friday, January 8, 2021 4:50 PM
To: McWilliams, Robin <robin_mcwilliams@fws.gov>
Cc: Adin McCann <amccann@HNTB.com>; Chris Schultz <cjschultz@HNTB.com>
Subject: [EXTERNAL] County Line Road -Early Coordination Letter Des. No. 2002553

This email has been received from outside of DOI -Use caution before clicking on links, opening attachments, or responding.

The City of Indianapolis with assistance from the Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) intends to proceed with a project involving the widening of

From: McWilliams, Robin <robin_mcwilliams@fws.gov>
Sent: Wednesday, November 24, 2021 9:52 AM
To: Christine Meador
Subject: Re: [EXTERNAL] Des. No. 2002553 - South County Line Road Added Travel Lanes - Re-coordination

Christine,

Note - previous letter is
January 27, 2021 email
on previous page

After looking over the updated project information, I believe our previous letter and information are still applicable. We have no more comments at this time.

Sincerely,
Robin

Robin McWilliams Munson
Fish and Wildlife Biologist
U.S. Fish and Wildlife Service
620 South Walker Street
Bloomington, IN 46142
812-334-4261

Mon-Tues 8-3:30p
Wed-Thurs 8:30-3p Telework

From: Christine Meador <CMeador@HNTB.com>
Sent: Tuesday, November 23, 2021 3:58 PM
To: McWilliams, Robin <robin_mcwilliams@fws.gov>
Subject: RE: [EXTERNAL] Des. No. 2002553 - South County Line Road Added Travel Lanes - Re-coordination

The primary reason for the re-coordination is the addition of the connector road between Bluff Road and Mount Pleasant South Street and extended project limits both north and south of County Line Road on Railroad Road.

We have been working with Meghan at INDOT to complete the paper copies of the IPaC forms for this project since we cannot inspect residential structures until after the environmental document is completed. Not being able to complete the structure inspections kicks us out of the Programmatic Consultation and she indicated she had discussed it with you. We are just now finalizing Stage 2 plans and therefore this is a good point to update any coordination that has occurred.

Chris

Christine Meador
Senior Project Manager
Environmental Planning
Cell (317) 459-3629 Direct (317) 917-5338 Email: cmeador@hntb.com

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

DNR #: ER-23331

Request Received: January 8, 2021

Requestor: HNTB Corporation
Adin McCann
111 Monument Circle, Suite 1200
Indianapolis, IN 46204-5178

Project: County Line road added travel lanes from I-69 (SR 37) to SR 135, and bridge replacements over Pleasant Run Creek (#49-4503F) and Buffalo Creek (#49-4510F), City of Indianapolis; Des #2002553, DPW #ST-45-067

County/Site info: Marion - Johnson

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

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

Regulatory Assessment: This proposal will require the formal approval(s) of our agency for construction in a floodway pursuant to the Flood Control Act (IC 14-28-1), unless it qualifies for a bridge exemption (see enclosure). Please include a copy of this letter with the permit application(s) if the project does not meet the bridge exemption criteria.

Natural Heritage Database: The Natural Heritage Program's data have been checked. The federally threatened & state endangered Northern Long-eared Bat (*Myotis septentrionalis*) and the state endangered Little Brown Bat (*Myotis lucifugus*) have been documented within 1/2 mile of the project area.

Fish & Wildlife Comments: To minimize impacts to the above bat species (and Indiana Bat, which may also be present), do not cut any trees greater than 5 inches dbh, living or dead, from April 1 through September 30.

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

A) Crossing Structure:

For purposes of maintaining fish and wildlife passage through a crossing structure, the Environmental Unit recommends bridges rather than culverts and bottomless culverts rather than box or pipe culverts. Wide culverts are better than narrow culverts, and culverts with shorter through lengths are better than culverts with longer through lengths. If box or pipe culverts are used, the bottoms should be buried 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 OHWM 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, channel width, and water velocities during low-flow conditions that are approximate to those in the natural stream channel. Banklines should be restored within box and pipe structures to allow for wildlife passage above the ordinary highwater mark.

Attachments: A - Bridge Exemption Criteria

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

The new, replacement, or rehabbed structure, and any bank stabilization under the structure, should not create conditions that are less favorable for wildlife passage under the structure compared to the current conditions. When determining an appropriate bridge or culvert size, consider whether or not wildlife/vehicle collisions are a concern at the crossing site. If feasible, a larger bridge or culvert opening can allow for the movement of wildlife under the roadway in order to minimize wildlife/vehicle collisions.

B) Bank Stabilization:

Establishing vegetation along the banks is critical for stabilization and erosion control. In addition to vegetation, some other form of bank stabilization may be needed. While hard armoring alone (e.g. riprap or glacial stone) may be needed in certain instances, soft armoring and bioengineering techniques should be considered first. In many instances, one or more methods are necessary to increase the likelihood of vegetation establishment. Combining vegetation with most bank stabilization methods can provide additional bank protection and help reduce impacts upon fish and wildlife. Information about bioengineering techniques can be found at <http://www.in.gov/legislative/iac/20120404-IR-312120154NRA.xml.pdf>. Also, the following is a USDA/NRCS document that outlines many different bioengineering techniques for streambank stabilization: <http://directives.sc.egov.usda.gov/17553.wba>.

Riprap must not be placed in the active thalweg channel or placed in the streambed in a manner that precludes fish or aquatic organism passage (riprap must not be placed above the existing streambed elevation). Riprap may be used only at the toe of the sideslopes up to the ordinary high water mark (OHWM). The banks above the OHWM must be restored, stabilized, and revegetated using geotextiles and a mixture of grasses, sedges, wildflowers, shrubs, and trees native to Eastern Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion.

C) Riparian Habitat:

We recommend a mitigation plan be developed (and submitted with the permit application, if required) for any unavoidable habitat impacts that will occur. The DNR's Habitat Mitigation guidelines (and plant lists) can be found online at: <http://iac.iga.in.gov/iac/20200527-IR-312200284NRA.xml.pdf>.

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

D) Stream/Wetland Habitat:

For any stream and/or wetland impacts, you may need to contact the Indiana Department of Environmental Management (IDEM) 401 program and 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.

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

E) Trail Guidelines:

The following is a basic list of recommendations from IDNR Division of Fish and Wildlife to consider when planning trails around potential fish, wildlife or botanical resource habitat.

1. Place the trail in or adjacent to existing right-of-ways where possible to minimize significant impacts to natural resource habitat. Also, utilize previously disturbed or degraded areas. Align the trail along or near existing man-made edges or areas that have the potential to be restored or enhanced by trail construction (i.e. railroad corridors), rather than routing the trail through previously undisturbed areas.
2. When designing or constructing a trail, disturb as narrow an area as possible to help minimize negative impacts. Where significant impacts to fish, wildlife or botanical resources are likely due to the trail's width, reduce the width to help avoid those impacts. ADA accessibility standards allow departures from the standards under certain conditions, including substantial harm to natural features, habitat, or vegetation (see <http://www.access-board.gov/attachments/article/1500/outdoor-rule.pdf>, Accessibility Guidelines for Outdoor Developed Areas).
3. Do not focus only on the direct impact of the trail's width; also consider the trail's impact to the surrounding habitat. Trails can fragment larger habitat areas and reduce the overall usefulness of the site to fish, wildlife, or botanical resources (1 large habitat block is better than 2 small habitat blocks). Trails can cause significant impacts to forested areas, riparian forested corridors along creeks and rivers, and wetland areas. They also may cause sediment and erosion issues or introduce human disturbance into fairly isolated areas containing wildlife habitat.
4. Trails designed to follow a stream's course must be placed outside the stream's forested riparian buffer. Also, do not place the trail along the tops of the banks of a forested creek. Avoid perpendicular fragmentation of riparian areas (streamside habitat). Where the stream has little or no forested riparian buffer, the trail should be no closer than 15 feet from the tops of the banks.
5. Avoid elements identified in the Natural Heritage Database; trails may negatively affect species that require specific natural conditions (vegetation, light levels, moisture, etc.) that are altered as a result of trail construction. Rare and high quality habitats, and wildlife habitats that possess high wildlife abundance and diversity, should be avoided by placing the trail around the habitat and screening it from the trail and trail users with a buffer of native vegetation or another method as discussed below. Wetlands and karst features are but two examples of areas to avoid.
6. Raised boardwalks should be constructed in wet areas or near wetlands (trails through wetlands are not recommended). A material such as composite decking should be used rather than treated wood which can leach elements toxic to aquatic life.
7. Screen wildlife habitat from the trail corridor. Vegetation, topography, and fences can help reduce the impact of noise and line of site disturbances of trail users on wildlife. Walls can create wildlife movement barriers and potential impacts must be considered. Native grass buffers (2 to 3 feet tall) are recommended along the edge of trails near habitat such as wetlands.
8. Lighting should only be used when absolutely necessary. Lighting in forested areas and along creeks, streams, and rivers should be the lowest intensity feasible and shielded to cast light on the path and not diffused into the surroundings to avoid disturbing wildlife circadian rhythms and disorienting night-migrating birds.
9. Any plantings in the riparian areas should be locally native species, not exotic species or horticultural varieties (e.g. "Autumn Blaze" Red Maple). A list of appropriate native woody and herbaceous vegetation can be provided upon request.
10. Trail surfaces can have negative effects on surrounding natural areas and deter movement of some species across the trail. Some surface materials are more environmentally acceptable than others, such as mulch and mown grass which should be considered as the first options. Asphalt is not recommended as a trail surface in the floodway. The conventional maintenance for aging asphalt is to seal it with a blacktop or

Attachments: A - Bridge Exemption Criteria

State of Indiana
DEPARTMENT OF NATURAL RESOURCES
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Early Coordination/Environmental Assessment

asphalt sealer. Research has shown that as these sealers break down over time, they move into the aquatic environment and are highly toxic to aquatic life. If asphalt is used then asphalt sealer should not be used for long-term maintenance and repair of the asphalt trail surface. In previously disturbed areas, concrete is an acceptable surface material, and porous concrete is preferred wherever it can be used.

11. Shoulders should be constructed using unconsolidated materials where possible. In some situations, solid shoulders are necessary. In those cases, shoulders should be constructed using porous concrete.

12. Trails that highlight natural resources should skirt the resource and utilize "pulloffs" at specific sites instead of letting the entire trail and traffic disturb the resource.

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

1. Revegetate all bare and disturbed areas that will not be mowed and maintained with a mixture of grasses, sedges, and wildflowers native to Central Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion; turf-type grasses (including low-endophyte, friendly endophyte, and endophyte free tall fescue but excluding all other varieties of tall fescue) may be used in regularly mowed areas only.

2. Minimize and contain within the project limits inchannel disturbance and the clearing of trees and brush.

3. Do not work in the waterway from April 1 through June 30 without the prior written approval of the Division of Fish and Wildlife.

4. Do not cut any trees suitable for Indiana bat or Northern Long-eared bat roosting (greater than 5 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30.

5. Do not excavate in the low flow area except for the placement of piers, foundations, and riprap, or removal of the old structure.

6. Do not construct any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumparounds.

7. Operate equipment used to replace the bridge from the existing roadway.

8. Use minimum average 6 inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids.

9. Do not use broken concrete as riprap.

10. Underlay the riprap with a bedding layer of well graded aggregate or a geotextile to prevent piping of soil underneath the riprap.

11. Minimize the movement of resuspended bottom sediment from the immediate project area.

12. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the stream or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.

13. Seed and protect all disturbed streambanks and slopes not protected by other methods that are 3:1 or steeper with erosion control blankets that are heavy-duty, biodegradable, and net free or that use loose-woven / Leno-woven netting to minimize the entrapment and snaring of small-bodied wildlife such as snakes and turtles (follow manufacturer's recommendations for selection and installation); seed and apply mulch on all other disturbed areas.

14. Do not excavate or place fill in any riparian wetland.

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

Christie L. Stanifer

Date: February 5, 2021

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

Attachments: A - Bridge Exemption Criteria

The Flood Control Act (IC 14-28-1) contains a provision (Section 22), which exempts certain bridge projects from its permitting requirement. Specifically, the Act states:

A permit is not required for "a construction or reconstruction project on a state or county highway bridge in a rural area that crosses a stream having an upstream drainage area of not more than fifty (50) square miles..."

Therefore, in order for a bridge project to be exempt, it must:

- be a state or county highway department project;
- be a bridge;
- be located in a rural area; and
- cross a stream having an upstream drainage area of less than 50 square miles.

The initial criterion is very specific - the structure must be a state or county highway department project.

The second requirement mandates that the project be a bridge (for this provision, the Department of Natural Resources considers a culvert to be a bridge). Projects such as bank protection, spoil disposal, borrow pits, etc. are not automatically exempt. Anyone proposing to undertake a non-bridge related activity should consult with the Division of Water's Technical Services Section staff at 317-232-4160 (or toll free at 1-877-928-3755) regarding the applicability of the exemption prior to initiating work.

The third criterion states that the project must be located in a rural area. The phrase "rural area" is defined as an area:

- where the lowest floor elevation, including a basement, of any residential, commercial, or industrial building impacted by the project is at least 2 feet above the 100 year flood elevation with the project in place;
- located outside the corporate boundaries of a consolidated or an incorporated city or town; and
- located outside of the territorial authority for comprehensive planning (generally, a 2 mile planning buffer around a city or town).

The final criterion limits the exemption to a project crossing a stream having an upstream drainage area of less than 50 square miles. The drainage area includes all land area contributing to runoff above the project site and is determined from the United States Geological Survey 7½ minute series quadrangle maps. The Department of Natural Resources will determine the drainage area upon written request.

This exemption has been grossly misunderstood and liberally applied in the past. As a result, the Department of Natural Resources is taking a firm stance on future violations. If challenged, it will be the responsibility of the person claiming the exemption to prove to the Department that all 4 criteria have been satisfied. Failure to do so will result in the Department initiating litigation with the potential for the imposition of fines in amounts up to \$10,000 per day.

Note: This exemption only applies to the Flood Control Act. If a bridge is to be constructed over a navigable waterway, or over or near a public freshwater lake, a permit will be required.

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

DNR #: ER-23331-1

Request Received: November 22, 2021

Requestor: HNTB Corporation
Christine Meador
111 Monument Circle, Suite 1200
Indianapolis, IN 46204-5178

Project: County Line road added travel lanes from I-69 (SR 37) to SR 135, bridge replacements over Pleasant Run Creek (#49-4503F) and Buffalo Creek (#49-4510F), construction of a new road connecting Pleasant East Street and Bluff Road, and drainage improvements along Railroad Road and Peterman Road, City of Indianapolis; Des #2002553, DPW #ST-45-067

County/Site info: Marion - Johnson

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

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

Regulatory Assessment: This proposal will require the formal approval(s) of our agency for construction in a floodway pursuant to the Flood Control Act (IC 14-28-1), unless it qualifies for a bridge exemption (see enclosure). Please include a copy of this letter with the permit application(s) if the project does not meet the bridge exemption criteria.

Natural Heritage Database: The Natural Heritage Program's data have been checked. The federally threatened and state endangered Northern Long Eared Bat (*Myotis septentrionalis*) and state endangered Little Brown Bat (*Myotis lucifugus*) have been documented within 1/2 mile of the project area.

Fish & Wildlife Comments: The recommendations in our previous letter dated February 5, 2021, still apply. However, we offer the following additional recommendations to further minimize impacts to fish, wildlife, and botanical resources that were not addressed in our previous review:

A) Induced Travel/Traffic:

There is some scientific evidence to suggest that adding additional travel lanes along a particular transportation corridor may actually increase traffic congestion rather than decrease it. The term used to describe this is "induced travel". It is understood that the proposed project is intended to improve motorist safety in addition to adding capacity. The Division of Fish & Wildlife recommends at a minimum considering the potential negative impacts of increasing capacity into the planning process. It appears that pedestrian facilities are being considered for inclusion along the new corridor. Investigating other transportation alternatives is recommended for inclusion in a project of this type to potentially offset some of the negative impacts of induced travel and traffic. The following is a link to a Federal Highway Administration Office of Planning webpage that discusses the basics of induced travel:
<https://www.fhwa.dot.gov/planning/itfaq.cfm>.

B) Urban Trees:

Based on a review of submitted aerial photos, it appears that significant impacts are proposed to existing street trees along the proposed County Line Road corridor. The Division of Fish & Wildlife recommends avoiding removing urban trees to the greatest

Attachments: A - Bridge Exemption Criteria

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extent possible and replacing trees that must be removed. Street trees are important to fish and wildlife resources in urban areas. Indiana's street trees also provide millions of dollars of tangible benefits to Indiana communities by their presence in the urban environment. Their shade and beauty contribute to the quality of life. They provide significant increases in real estate values, create attractive settings for commercial businesses, and improve community neighborhood appeal. Trees decrease energy consumption by providing shade and acting as windbreaks. They reduce water treatment costs and impede soil erosion by slowing the runoff of stormwater. Trees also cool the air temperature, cleanse pollutants from the air, and produce oxygen while absorbing carbon dioxide. Trees are an integral component of the urban environment. Proactively managing and maintaining a street tree population will ultimately maximize the benefits afforded by their aesthetic and ecological functions. The following links give a good overview of the benefits of a street tree program and how to select the right species to avoid the negative impacts of non-native invasive species such as the common and popular Bradford pear: <https://www.in.gov/dnr/forestry/3605.htm> > Community & Urban Forestry > Tree Species Lists.

C) Roadside Vegetation Management:

The Division of Fish & Wildlife recommends converting a portion of any proposed center turn lanes into a raised and vegetated median where possible for a reduction of impervious surfaces. We highly recommend including native plant species where appropriate within the median, within any roadside drainage ditches, and along any proposed pedestrian / multi-use trail facilities to benefit urban wildlife species and pollinators. The Division of Fish & Wildlife may have cost share programs for any native plantings included along the proposed corridor. Visit the Division of Fish & Wildlife Landowner and Wildlife Habitat Assistance webpage for information on current programs:
<https://www.in.gov/dnr/fish-and-wildlife/landowner-and-wildlife-habitat-assistance/>.

D) Lighting:

Most transportation corridor designers and municipalities are trending toward LED lighting. Certain types of LED lighting can have negative impacts on both human and wildlife health and safety. Scientific evidence suggests that artificial light at night has negative and deadly effects on many creatures including amphibians, birds, mammals, insects and plants. A June 2016 American Medical Association (AMA) report, "Human and Environmental Effects of Light Emitting Diode Community Lighting," concluded that "white LED street lighting patterns may contribute to the risk of chronic disease in the populations of cities in which they have been installed."

If improved lighting is a component of this reconstructed transportation corridor, the Division of Fish & Wildlife strongly encourages visiting the International Dark-Sky Association (IDA) website to learn more about the potential negative impacts of improperly selected LED lighting systems, if utilized (see <http://www.darksky.org/lighting/led-guide/> and <http://darksky.org/lighting/lighting-basics/>).

E) Improved Drainage:

The Division of Fish & Wildlife recommends considering a more sustainable approach to stormwater management than just adding curbs, gutters, inlets, and additional enclosures to the existing infrastructure. The traditional model of stormwater management aims to drain urban runoff as quickly as possible with the help of channels and pipes, which increases peak flows and costs of stormwater management. This type of solution only transfers drainage problems from one section of the basin to another section. A more sustainable approach aims to rebuild the natural water cycle by using storage techniques (retention basins, constructed wetlands, raingardens, etc.) and recharging groundwater using infiltration techniques (infiltration basins or trenches,

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pervious pavement, vegetated medians, etc.). The following links give a good overview of traditional and sustainable stormwater management systems and their pros and cons for consideration during the design of the proposed project:

<https://www.epa.gov/greeningepa/epa-facility-stormwater-management>;

<https://www.epa.gov/greeningepa/stormwater-management-practices-epa-facilities>.

Contact Staff:

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

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

Christie L. Stanifer

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

Date: December 22, 2021

From: Courtade, Julian <JCourtade@indot.IN.gov>
Sent: Monday, January 11, 2021 7:56 AM
To: Christine Meador
Subject: RE: County Line Road -Early Coordination Letter Des. No. 2002553

Christine –

I reviewed the Early Coordination Letter and found no issues with any surrounding airspace or public-use airports. This is due to the project meeting the required glideslope criteria from the nearest public-use facility according to 14 CFR Part 77 – Safe, efficient use, and preservation of the navigable airspace.

If any object will exceed 200 ft in height regardless of location, the object will need to be airspaced with the FAA 45 days prior to construction through the OEAAA portal below.

<https://oeaaa.faa.gov/oeaaa/external/searchAction.jsp>

Please let me know if you have any questions!

Thanks,

Julian L. Courtade
Chief Airport Inspector
100 North Senate Ave, N758-MM
Indianapolis, IN 46204
Cell: (317) 954-7385
Email: jcourtade@indot.in.gov



From: Christine Meador <CMeador@HNTB.com>
Sent: Friday, January 8, 2021 3:06 PM
To: Courtade, Julian <JCourtade@indot.IN.gov>
Cc: Adin McCann <amccann@HNTB.com>; Chris Schultz <cjschultz@HNTB.com>
Subject: RE: County Line Road -Early Coordination Letter Des. No. 2002553

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

Julian –

I apologize, I forgot to include the mapping. It is attached now.

Have a great weekend.

From: Courtade, Julian <JCourtade@indot.IN.gov>
Sent: Tuesday, November 23, 2021 7:48 AM
To: Christine Meador
Subject: RE: Des. No. 2002553 - South County Line Road Added Travel Lanes - Re-coordination

Christine –

I reviewed the Early Coordination Letter and found no issues with any surrounding airspace or public-use airports. This is due to the project meeting the required glideslope criteria from the nearest public-use facility according to 14 CFR Part 77 – Safe, efficient use, and preservation of the navigable airspace.

If any object will exceed 200 ft in height regardless of location, the object will need to be airspaced with the FAA 45 days prior to construction through the OEAAA portal below.

<https://oeaaa.faa.gov/oeaaa/external/searchAction.jsp>

Please let me know if you have any questions!

Thanks,

Julian L. Courtade

Chief Airport Inspector

100 North Senate Ave, N758-MM

Indianapolis, IN 46204

Cell: (317) 954-7385

Email: jcourtade@indot.in.gov



From: Christine Meador <CMeador@HNTB.com>
Sent: Monday, November 22, 2021 3:47 PM
To: Christine Meador <CMeador@hntb.com>
Cc: ericka.miller@indy.gov; Wallace, Jonathan N <JWallace2@indot.IN.gov>; Chris Schultz <cjschultz@HNTB.com>; Adin McCann <amccann@hntb.com>; Susan Harrington <sharrington@HNTB.com>
Subject: Des. No. 2002553 - South County Line Road Added Travel Lanes - Re-coordination

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To Whom it May Concern:



INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (855) 463-6848

Eric Holcomb, Governor
Joe McGuinness, Commissioner

Adin McCann, PE
Environmental Planning Section Manager
HNTB CORPORATION
amccann@hntb.com
(317) 917-5325

January 22, 2021

Re: Early Coordination Review, Des. No. 2002553, DPW Project ST-45-067, County Line Road, Added Travel Lanes, Marion & Johnson Counties, Indiana

Dear Mr. McCann:

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

There appear to be several active projects you should be aware of that are near Des. 2002553's project area. A summary of these projects is provided below. Contact information for the project managers is listed below if you would like to request additional information.

DES: 2002068: Bridge Deck Overlay on SR135 over Buffalo Creek (Branch of Pleasant Run), 4.08 mi. S of I-465
Project Sponsor: Indiana Department of Transportation
Project Manager: Hung Pham, hpham@indot.in.gov
Timeline: Letting scheduled for Fall 2024

DES: 2002067: Bridge Deck Overlay on SR135 over Pleasant Run Creek, 05.25 mi. S of I-465
Project Sponsor: Indiana Department of Transportation
Project Manager: Nicole Carter, ncarter@indot.in.gov
Timeline: Letting scheduled for Summer 2024

DES: 0500432: New Road Construction on PR69, Johnson Co. Segment, from 1 mi. S of SR144 to 0.5 mi. N of Wicker Rd Contract 4
Project Sponsor: Indiana Department of Transportation
Project Manager: Catherine Seely, cschoenherr@indot.in.gov
Timeline: Letting scheduled for Fall 2020

DES: 1700158: Intersect. Improv. with added Turn Lanes on SR135 at County Line Road
Project Sponsor: Indiana Department of Transportation
Project Manager: Christine Williams, chwilliams@indot.in.gov
Timeline: Letting scheduled for Winter 2022

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

If your project will require the use of state right-of-way please contact the In-House Services Manager at the INDOT Greenfield and/or Seymour District Offices.

As always, be sure to follow all applicable processes as well as federal and state laws and local requirements. Thank you for the opportunity to assist you with your project. If you have any questions, please contact a member of my staff, Terri Fair: (317) 417-1348 or TFair@indot.IN.gov.

Sincerely,

 Digitally signed by Brandon
Miller
Date: 2021.01.22 14:15:21
-05'00'

Ron Bales
Environmental Policy Manager,
Environmental Services Division

Organization and Project Information

Project ID: South County Line Road
Des. ID: 2002553
Project Title: South County Line Road
Name of Organization: HNTB Corp.
Requested by: Christine Meador

Environmental Assessment Report

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

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

DISCLAIMER:

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

This information was furnished by Indiana Geological Survey

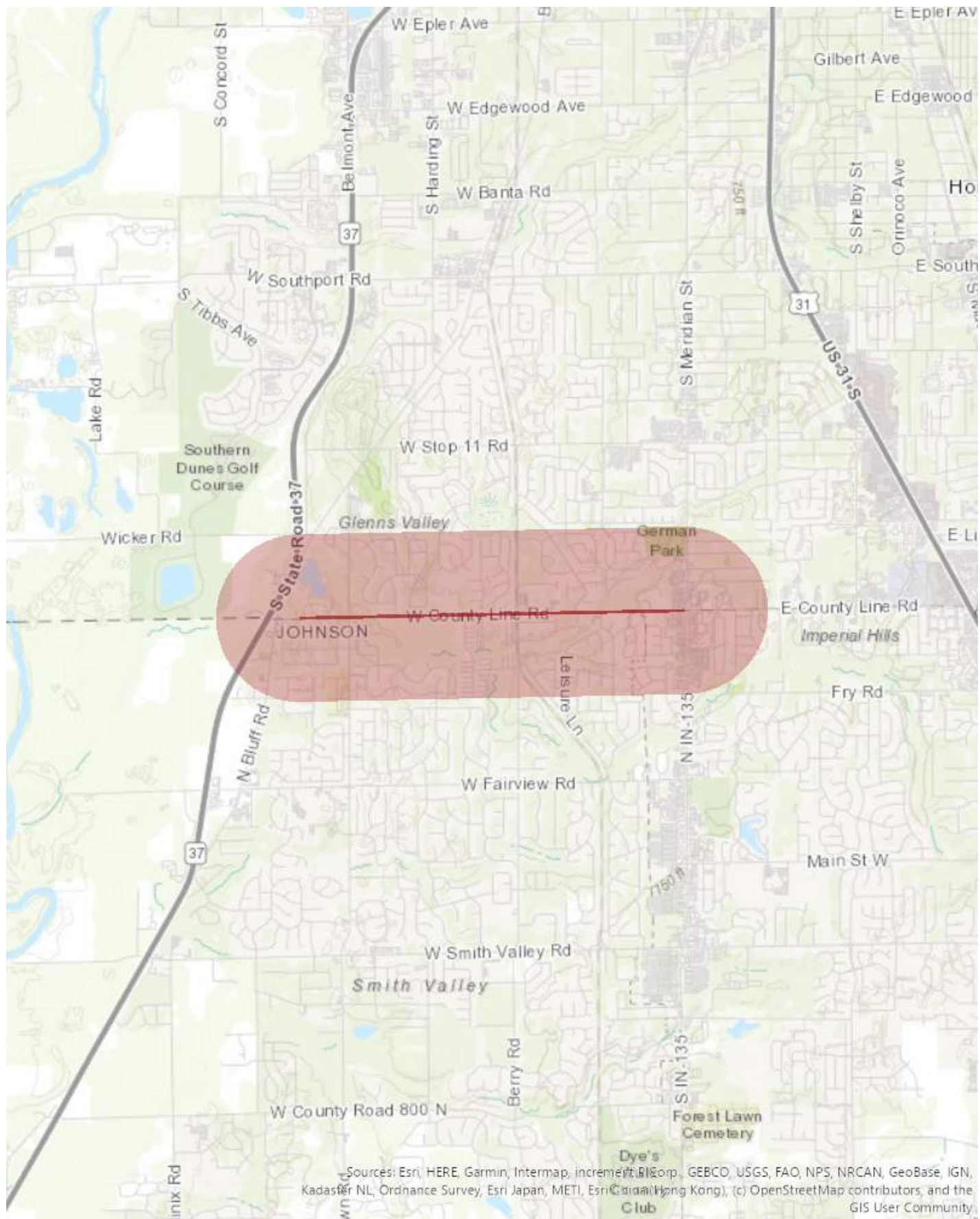
Address: 1001 E. 10th St., Bloomington, IN 47405

Email: IGSEnvir@indiana.edu

Phone: 812 855-7428

Date: October 09, 2023

Appendix C, Page 25 of 92



From: Adin McCann
Sent: Friday, January 15, 2021 3:09 PM
To: Christine Meador; Chris Schultz
Subject: Fwd: Des. No. 2002553

Sent from my iPhone

Begin forwarded message:

From: Bailey Joe - Surveyor Office <jbailey@co.johnson.in.us>
Date: January 15, 2021 at 3:07:22 PM EST
To: Adin McCann <amccann@hntb.com>
Subject: Des. No. 2002553

Dear Adin McCann,

My name is Joe Bailey and I work for the Gregg Cantwell Johnson County Surveyor. Gregg asked me to respond to your Early Coordination Letter Des. No. 2002553.

This is not an environmental effect but an interest. Our only comment/request is to be able to get assistance with any cornerstone monumentation or excavation along the route.

Thank you for reaching out to us and we hope to stay involved as the project progresses.

Joe Bailey
Johnson County
Surveyor's Office

Christine Meador

From: Catlin, Bryan F. <Bryan.Catlin@indy.gov>
Sent: Monday, January 11, 2021 1:09 PM
To: Adin McCann; Christine Meador; Chris Schultz; Miller, Ericka
Cc: Jenkins, Debra S.; Wilburn, James L.; Farris, Joshua; Catlin, Bryan F.
Subject: RE: County Line Road -Early Coordination Letter Des. No. 2002553
Attachments: 14032208.pdf; 14032307.pdf; 14032308.pdf; 14032207.pdf

Adin:

The Marion County Surveyor's Office does have four monuments in the project area. I have attached the tie sheets for the monuments. Typically the corners would be replaced under our supervision as a regular part of a DPW contract.

However, we were notified under an assumption that our office is responsible for legal drains. We are not. Since Marion County was reorganized under Unigov, the responsibilities for legal drains the Marion County Surveyor's Office once had are now part of the responsibilities of the Indianapolis Department of Public Works. This was apparently included in the Unigov enabling legislation so there would only be one agency responsible for county wide drainage. Any drainage questions should be directed to DPW.

Please feel free to contact me if you have any further questions,

Bryan F. Catlin, PS

Technical Supervisor
Marion County Surveyor's Office
City-County Building
200 East Washington St. Suite 742
Indianapolis, Indiana 46204-3327
Office (317) 327-4150
Fax (317) 327-4146
Bryan.Catlin@indy.gov

From: Jenkins, Debra S. <Debra.Jenkins@indy.gov>
Sent: Monday, January 11, 2021 12:00 PM
To: Catlin, Bryan F. <Bryan.Catlin@indy.gov>
Subject: FW: County Line Road -Early Coordination Letter Des. No. 2002553

FYI

From: Christine Meador [<mailto:CMeador@HNTB.com>]
Sent: Friday, January 8, 2021 5:20 PM
To: Jenkins, Debra S. <Debra.Jenkins@indy.gov>
Cc: Adin McCann <amccann@HNTB.com>; Chris Schultz <cjschultz@HNTB.com>
Subject: County Line Road -Early Coordination Letter Des. No. 2002553

MARION COUNTY SURVEYOR'S OFFICE

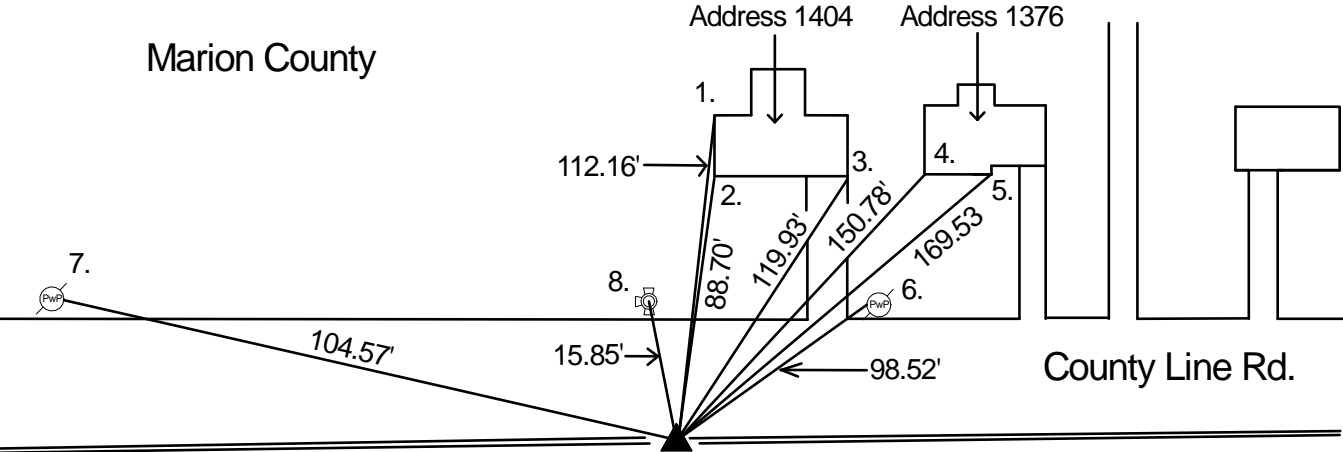
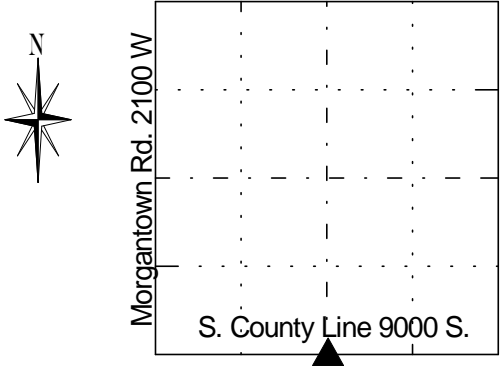
SECTION CORNER RECORD

DEBRA S. JENKINS
MARION COUNTY SURVEYOR

SEC. 22 TWN. 14_N RNG. 3_E

BRYAN F. CATLIN, PS
TECHNICAL SUPERVISOR

Date: 9/14/2017
Party Chief: Pangelinan
Crew: Eldridge
Type of Marker: Harrison
Method of Establishment: County: 7/8/1997
IN S.P.C. E Zone, NAD 83 (1986)
Name: 14032208
N: 487 073. 313(m)
E: 55 340. 980(m)



Johnson County

Original post set in 1820 by Wm. B. Laughlin with witnesses: 36" Elm S 29°W 15 links, 10" Ash N 25°E 18 links (Marion County Atlas pg. 5). H.B. Fatout 9/28/1880 'Set Stake for Rock N 38 ½ E 31 ¾' & 'Set Stake for Rock N 12 ¼ W 24 ¾' (Perry Twp. Legal Survey Book pg. 44). Rooker 3/9/1945 called RR Spike over Stone. R. Miller 7/11/1975 called ¾" Steel Pin. Wilcoxon 1/13/1986 called ¾" Steel Pin. Kiste 5/14/1996 called ¾" Steel Pin. Wilcoxon 8/14/1997 (ties incorrectly dated 7/8/1997) excavated, found Steel Pin 4" down, set Harrison. Wilcoxon 8/2/2004 called Harrison. Pangelinan 9/14/2017 found Harrison flush.

REF	DISTANCE	DESCRIPTION
1.	112.16'	NW corner of block foundation Address 1404
2.	88.80'	SW corner of block foundation Address 1404
3.	119.93'	SE corner of block foundation Address 1404
4.	150.78'	SW corner of brick address 1376 24" up
5.	169.53'	S corner brick bump out address #1376 24" up
6.	98.52'	MAG Nail W PwP #1-813 12" up
7.	104.57'	MAG Nail E PwP #21-812 12" up
8.	15.85'	Top nut of fire hydrant
		CE

MARION COUNTY SURVEYOR'S OFFICE

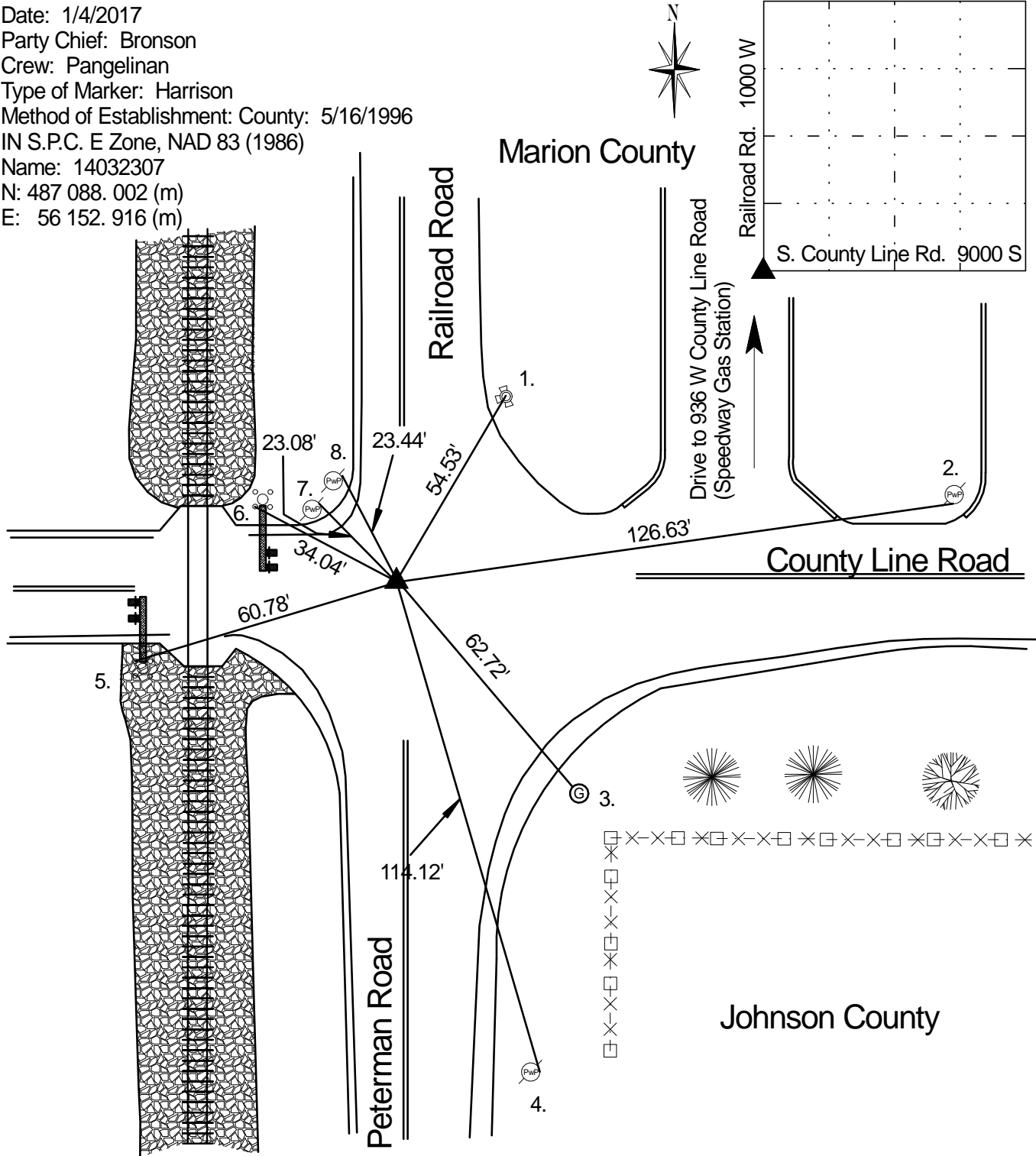
SECTION CORNER RECORD

DEBRA S. JENKINS
MARION COUNTY SURVEYOR

SEC. 23 TWN. 14N RNG. 3E

BRYAN F. CATLIN, PS
TECHNICAL SUPERVISOR

Date: 1/4/2017
Party Chief: Bronson
Crew: Pangelinan
Type of Marker: Harrison
Method of Establishment: County: 5/16/1996
IN S.P.C. E Zone, NAD 83 (1986)
Name: 14032307
N: 487 088. 002 (m)
E: 56 152. 916 (m)



Original post set in 1820 by Wm. B. Laughlin with witnesses: 10" Ash N 10°W 3 links, 6" Hickory S 20°E 25 links (Marion County Atlas pg. 5). H.B. Fatout 9/28/1880 surveyed County Line Road and noted Rock (Perry Twp. Legal Survey Book pgs. 44 & 45). Rooker 3/9/1945 called Stake over Stone. J. McLand 5/9/1972 called Iron Pin 4" down. Wilcoxon 7/2/1975 called Road Nail (tie sheet missing). Wilcoxon 1/2/1986 found large Road Nail. Kiste 5/16/1996 called PK Nail. Whiteside 8/19/2001 set Survey Mark Nail. Wilcoxon 10/4/2004 excavated, found 30" long, 5/8" Rebar 7" down, set Harrison. Bronson 1/4/2017 found Harrison flush.

REF	DISTANCE	DESCRIPTION
1.	54.53'	Top nut fire hydrant
2.	126.63'	Railroad Spike S PwP # 8-814 8" up
3.	62.72'	NW Face gas line vent pipe
4.	114.12'	Railroad Spike E PwP # 825-1099 12" up
5.	60.78'	Cut "x" NW bolt of railroad signal pole base
6.	34.04'	Cut "x" SW bolt of railroad signal pole base
7.	23.08'	PK Nail NE PwP #117-813 (transfer pole) 12" up
8.	23.44'	MAG Nail with MCSO washer NE PwP # 117-813 (new pole) 7" up

JB

MARION COUNTY SURVEYOR'S OFFICE

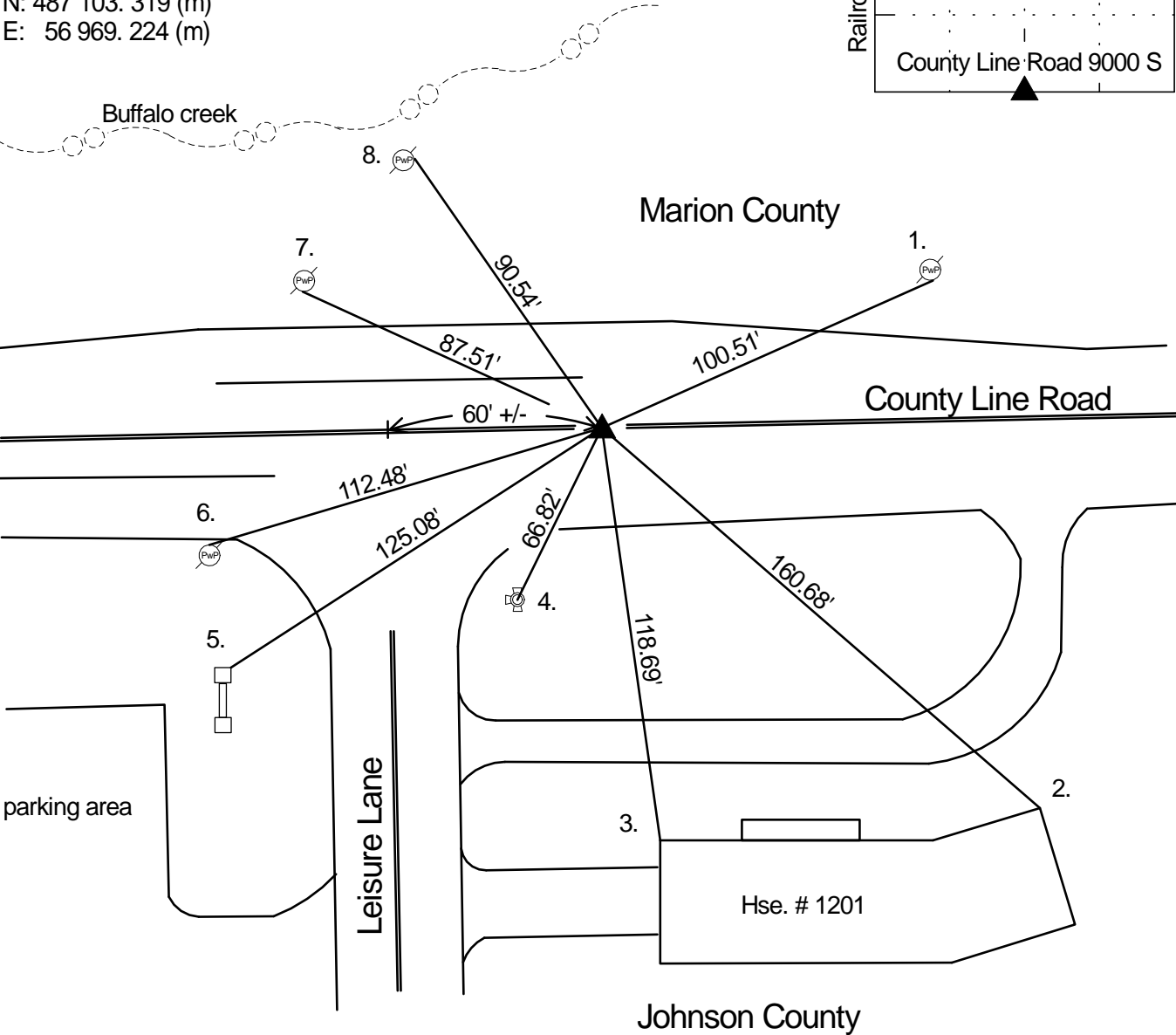
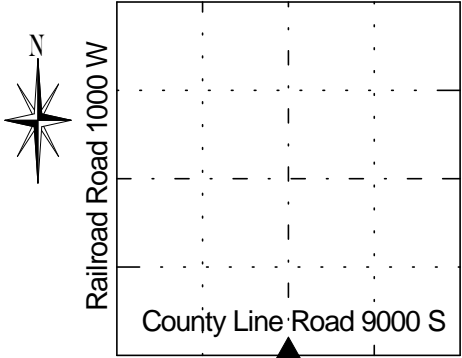
DEBRA S. JENKINS
MARION COUNTY SURVEYOR

SECTION CORNER RECORD

SEC. 23 TWN. 14_N RNG. 3_E

BRYAN F. CATLIN, PS
TECHNICAL SUPERVISOR

Date: 1/4/2017
Party Chief: Bronson
Crew: Pangelinan
Type of Marker: Harrison
Method of Establishment: County: 5/16/1996
IN S.P.C. E Zone, NAD 83 (1986)
Name: 14032308
N: 487 103. 319 (m)
E: 56 969. 224 (m)



Original post set in 1820 by Wm. B. Laughlin with witnesses: 8" Sugar S 7°W 15 links, 9" Beech N 9°W 19 links (Marion County Atlas pg. 5). H.B. Fatout 9/28/1880 surveyed County Line Road and noted Rock (Perry Twp. Legal Survey Book pg. 45). R. SeFranka 5/31/1972 called RR Spike (later note says it was 60' +/- W of corner). Miller / Wilcoxen 5/12/1977 called PK Nail (incorrect corner ?). Wilcoxen / Bruer 4/16/1979 did not specify monument per Carefree (incorrect ?). Greene 10/8/1986 called RR Spike with cut 'X'. Wilcoxen 10/26/1987 excavated, set Harrison. Kiste 5/16/1996 called Harrison. Whiteside 8/19/2001 called Harrison 1" down. Wilcoxen 10/4/2004 added 1" riser to Harrison. Wilcoxen 5/1/2008 called Harrison 1" down. Bronson 1/4/2017 found Harrison flush.

REF	DISTANCE	DESCRIPTION
1.	100.51'	PK Nail S PwP # 46-815 36" up
2.	160.68'	NE corner of brick House # 1201 Leisure Lane
3.	118.69'	NW corner of brick House # 1201 Leisure Lane
4.	66.82'	Top nut fire hydrant
5.	125.08'	NE corner base " Carefree sign"
6.	112.48'	MAG Nail w/MCSO washer N Wifi pole 4" up
7.	87.51'	MAG Nail w/MCSO washer S PwP # 27-814A 24" up
8.	90.54'	MAG Nail w/brass washer NE PwP no # 36" up
		RP

MARION COUNTY SURVEYOR'S OFFICE

SECTION CORNER RECORD

DEBRA S. JENKINS
MARION COUNTY SURVEYOR

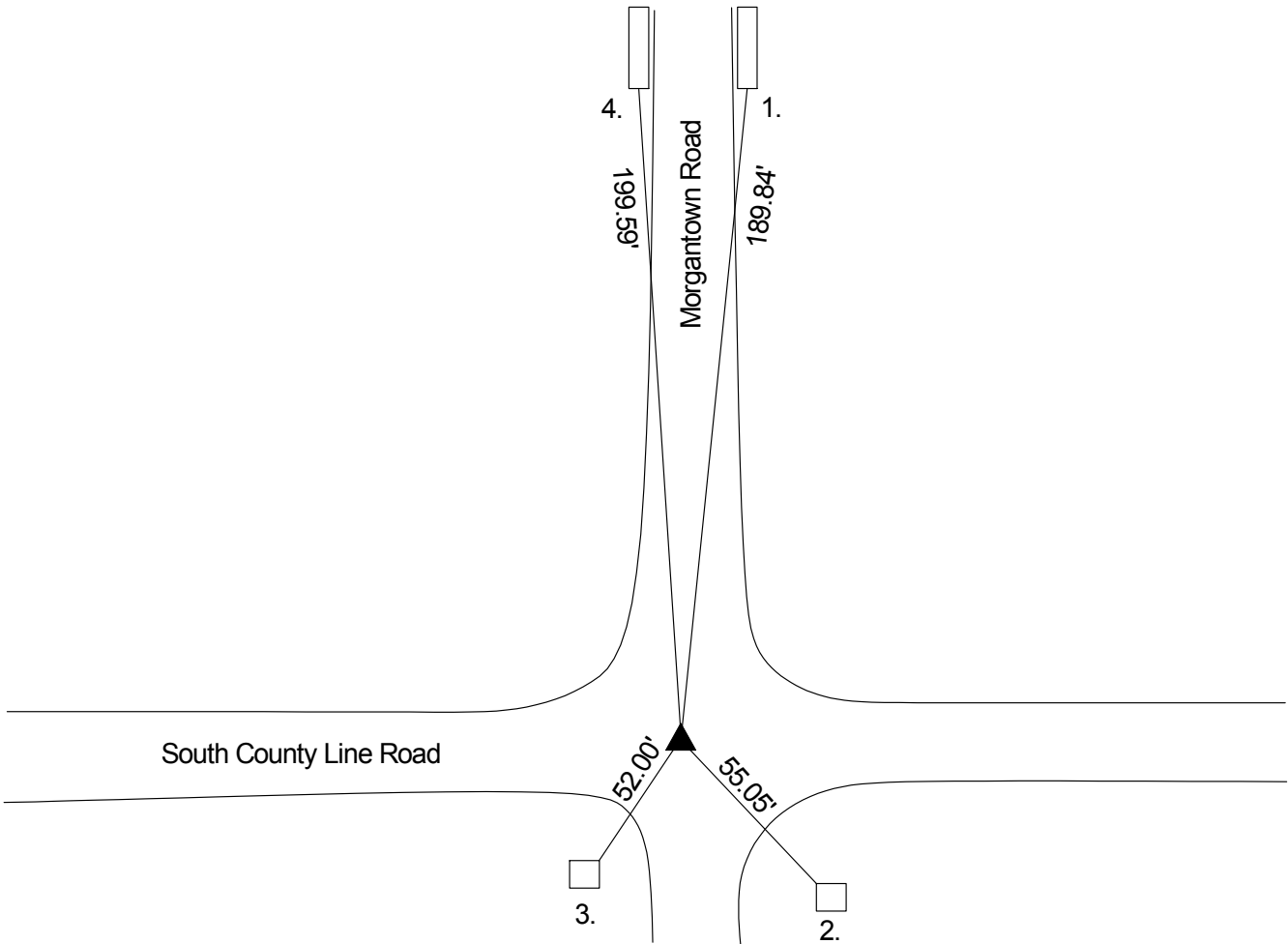
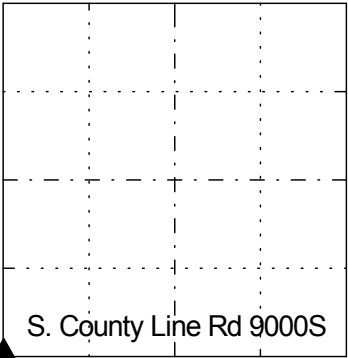
SEC. 22 TWN. 14_N RNG. 3_E

BRYAN F. CATLIN, PS
TECHNICAL SUPERVISOR

Date: 10/20/2014
Party Chief: Wilcoxon
Crew: Greene
Type of Marker: Harrison
Method of Establishment: County: 8/14/1997
IN S.P.C. E Zone, NAD 83 (1986)
Name: 14032207
N: 487 060. 112 (m)
E: 54 522. 564 (m)



Line of Morgantown Rd 2100W



Original post set in 1820 by Wm. B. Laughlin with witnesses: 30" W. Oak N 69°E 16 links, 36" Sycamore S 40°W 21 links (Marion Co. Atlas pg. 5). H.B. Fatout 9/28/1880 County Line Road survey called Rock (Perry Twp. Legal Survey Book pg. 44). W.P. Smith 1/22-26/1900 called Stone with witness: 10" Walnut N 81 ¾°W 65 ½ links (Perry Twp. Legal Survey Book pg. 64). Vawter 9/20/1945 did not specify monument. Frank J. Unversaw 9/16/1953 called Stone (Perry Twp. Legal Survey Book pg. 96). Monroe 9/23/1953 called Iron Pin over Stone. Monroe 10/4/1960 called Stone. Miller 7/9/1975 called ¾" Steel Pin. Wilcoxon 1/13/1986 found ¾" Steel Pin. Kiste 5/14/1996 called ¾" Iron Pin. Wilcoxon 8/14/1997 excavated, found ¾" Iron Pin 8" down, found Stone 15" down (pin is beside stone), set Harrison over Stone. Wilcoxon 12/20/2001 called Harrison. Greene 8/20/2014 set new Harrison per ties and coordinates. Wilcoxon 10/20/2014 found Harrison.

REF	DISTANCE	DESCRIPTION
1.	189.84'	Cut x in South end headwall
2.	55.05'	NW bolt of storm inlet
3.	52.00'	NE bolt of storm inlet
4.	199.59'	Cut x in South end headwall

MF



MISSION

The Mission of the Marion County Soil & Water Conservation District is to assist Marion County land users in conserving soil, water, and related natural resources by providing technical, financial and educational services.

CONTACT

PHONE:
317-786-1776

WEBSITE:
www.marionswcd.org

EMAIL:
alena-jones@iaswcd.org
(Questions regarding Rule 5 compliance & erosion concerns)
julie-farr@iaswcd.org
(Questions on soil types, drainage & other natural resource issues)

ADDRESS

Marion County SWCD
1200 Madison Ave. Suite 200
Indianapolis, IN 46225

PRELIMINARY PLAT REVIEW

Des No 2002553 - County Line Rd

GENERAL COMMENTS

The Marion County SWCD is available to assist landowners and developers with their land use decisions. Much of what is left of undeveloped land in our county has some major limitations for urban land use. Many of these acres have seasonally high groundwater tables, are in flood zones, are highly erodible or contain environmentally sensitive areas. The SWCD has been actively involved in helping landowners make wise land use decisions for 50 years. We would be happy to assist you also, ensuring that your development becomes the best it can be. Please review this report as you are making your final decisions and contact us for further information.

SOIL TYPES & DRAINAGE RECOMMENDATIONS

Urban land-Brookston complex (UbaA)

The Urban land soils are dominantly Brookston soils which have been altered significantly by urban uses such as parking lots and streets.

The Brookston soils are poorly drained and have a seasonal high watertable above the surface or within 1.0 ft. and are in depressions on uplands. Slopes are 0 to 2 percent. The native vegetation is water tolerant grasses and hardwoods. The surface layer is silty clay loam and has moderate organic matter content (2.0 to 5.0 percent). Permeability is moderately slow (0.2 to 0.6 in/hr) in the most restrictive layer above 60 inches. Available water capacity is high (9.7 inches in the upper 60 inches). The pH of the surface layer in non-limed areas is 6.1 to 7.3. This soil is hydric. Wetness is a management concern for urban site development. This soil responds well to tile drainage if not severely compacted.

- Drainage swales through this soil type will typically need drainage tile installed along the side (NOT directly below the centerline). Side yard swales should be graded to provide at least 1% fall and 4:1 side slopes for ease of maintenance. Foundations should be set at least 18" above street level. Building foundations should be set above the high groundwater table level and grading away from the building should provide at least 6" of fall within the first 10 feet. Downspouts should be extended out 10' from the foundation. If foundation footers cannot be installed above the high groundwater table level and sump pumps are

needed, we highly recommend that developers provide a tile outlet to alleviate the problem of water standing in the yards for extended periods of time. **We highly discourage buildings with basements in this soil type.**

- **Urban Crosby silt loam (UcfA, YclA)*** – is a nearly level soil that is somewhat poorly drained with a seasonal high groundwater table that reaches within 3 feet of the surface from November through April. Runoff is slow and wetness is its main limitation. The soil may be severely compacted. The urban land soils are dominantly Crosby soils which have been altered significantly by urban uses such as parking lots and streets. Drainage swales through this soil type may need drainage tile installed along the side (NOT directly below the centerline). Side yard swales should be graded to provide at least 1% fall and 4:1 side slopes for ease of maintenance. Foundations should be set at least 18" above street level. Building foundations should be set above the high groundwater table level and grading away from the building should provide at least 6" of fall within the first 10 feet. Downspouts should be extended out 10' from the foundation. If foundation footers cannot be installed above the high groundwater table level and sump pumps are needed, we highly recommend that developers provide a tile outlet to alleviate the problem of water standing in the yards for extended periods of time. **We highly discourage buildings with basements in this soil type.**

- **Urban Miami complex (YmsB2, YmsC2, YmdC3, YmcD2)*** - consists of deep, nearly level to moderately steep, well-drained soils that may be eroded. In some areas glacial till may be close to the surface and seeps or springs may be present. Side yard drainage swales should be graded to provide at least 1% fall and 4:1 side slopes for ease of maintenance. Foundations should be set at least 18" above street level. Building foundations should be graded away from the building should provide at least 6" of fall within the first 10 feet. Downspouts should be extended out 10' from the foundation. If seeps or springs are present basements should be provided with a gravity drained subsurface drainage tile. Supplementary erosion control protection should be installed on steep erosive slopes.

- **Ockley silt loam (OcA, ObaA, YobB2) Urban land complex – 0-2 percent slopes**

This well drained soil has a watertable at a depth greater than 40 inches and is on terraces. The native vegetation is hardwoods. The surface layer is silt loam and has moderately low or moderate organic matter content. Permeability is moderate (0.6 to 2 in/hr) in the most restrictive layer above 60 inches. Available water capacity is high. The pH of the surface layer in non-limed areas is 4.5 to 6.0. The soil type is rated as not restricted for buildings with or without basements.

Side yard drainage swales should be graded to provide at least 1% fall and 4:1 side slopes for ease of maintenance. Foundations should be set at least 18" above street level. Building foundations should be graded away from the building should provide at least 6" of fall within the first 10 feet. Downspouts should be extended out 10' from the foundation.

- **Urban soil types are so altered and obscured by public works and structures that identification of the soils is not feasible. The descriptions above are approximate based on the original soil. Compaction, filling and other alterations may affect the ability of these soils to drain properly.**

- **Rensselaer clay loam (Re) Urban (YrcA)-** This poorly drained soil has a seasonal high watertable above the surface or within 1.0 ft. and is in depressions. Slopes are 0 to 2 percent. The native vegetation is water tolerant grasses and hardwoods. The surface layer is clay loam and has moderate or high organic matter content (2.0 to 5.0 percent). Permeability is moderate (0.6 to 2 in/hr) in the most restrictive layer above 60 inches. Available water capacity is high (11.6 inches in the upper 60 inches). The pH of the surface layer in non-limed areas is 6.1 to 7.3. This soil is hydric. Wetness is a management concern for urban site development. This soil responds well to tile drainage.

- Drainage swales through this soil type will typically need drainage tile installed along the side (NOT directly below the centerline). Side yard swales should be graded to provide at least 1% fall and 4:1 side slopes for ease of maintenance. Foundations should be set at least 18" above street level. Building foundations should be set above the high groundwater table level and grading away from the building should provide at least 6" of fall within the first 10 feet. Downspouts should be extended out 10' from the foundation. If foundation footers cannot be installed above the high groundwater table level and sump pumps are needed, we highly recommend that developers provide a tile outlet to alleviate the problem of water standing in the yards for extended periods of time. **We highly discourage buildings with basements in this soil type.**

- **Treaty Silty Clay Loam (Thra)** – The Treaty series consists of very deep, poorly drained soils with a perched water table which reaches within 12 inches of the surface during some part of the year. This soil type is rated as limited for homes without basements and severe for basements due to the depth of saturated zone, ponding and shrink-swell of the soil. . Drainage swales through this soil type may need drainage tile installed along the side (NOT directly below the centerline). Side yard swales should be graded to provide at least 1% fall and 4:1 side slopes for ease of maintenance. Foundations should be set at least 18" above street level. Building foundations should be set above the high groundwater table level and grading away from the building should provide at least 6" of fall within the first 10 feet. Downspouts should be extended out 10' from the foundation. If foundation footers cannot be installed above the high groundwater table level and sump pumps are needed, we highly recommend that developers provide a tile outlet to alleviate the problem of water standing in the yards for extended periods of time. **We highly discourage buildings with basements in this soil type.**

Fox loam Urban land complex (YfIB2, YfoC2) – The Fox series consists of nearly level to moderately sloping, well drained soils that are moderately deep over sand and gravelly sand. These soils are on outwash plains and terraces, kames, and eskers. Permeability is moderate in the solum and rapid in the underlying material. Available water capacity is moderate. Organic-matter content of the surface layer is moderate. Fox soils have only slight limitations for most nonfarm uses. Draughtiness is the main limitation. Most gravel and sand in the county pits are in areas of Fox soils. Extra care is needed when preparing for pouring basement walls as the soil is unstable. Protection from pollution sources is critical as porosity to groundwater is rapid.

- **Genesee Silt Loam (Ge)**- This well drained soil has a seasonal high watertable at 4.0 to 6.0 ft. and is on floodplains. Slopes are 0 to 2 percent. The native vegetation is hardwoods. The surface layer is silt loam and has moderate organic matter content (2.0 to 4.0 percent). Permeability is moderate (0.6 to 2 in/hr) in the most restrictive layer above 60 inches. Available water capacity is high (11.6 inches in the upper 60 inches). The pH of the surface layer in non-limed areas is 6.6 to 7.8. The flooding hazard is a management concerns for crop production. Because of the flooding hazard, this soil has a severe limitation for most non-ag uses. **We highly recommend that floodplains be left undisturbed and set aside as green space or farmland.**

- **Gessie Silt Loam (UgbAH)**- This well drained soil has a seasonal high watertable at 4.0 to 6.0 ft. and is on floodplains. Slopes are 0 to 2 percent. The native vegetation is hardwoods. The surface layer is silt loam. Available water capacity is high (11.8 inches in the upper 60 inches). The flooding hazard is a management concerns for crop production. Frequently floods. Because of the flooding hazard, this soil has a severe limitation for most non-ag uses. **We highly recommend that floodplains be left undisturbed and set aside as green space or farmland.**

- **Martinsville silt loam (YmlB2)- 0 to 2 percent slopes**

This well drained soil has a watertable at a depth greater than 40 inches and is on terraces. Slopes are 0 to 2 percent. The native vegetation is hardwoods. The surface layer is silt loam and has moderately low or moderate organic matter content (1.0 to 3.0 percent). Permeability is moderate (0.6 to 2 in/hr) in the most restrictive layer above 60 inches. Available water capacity is high (11.2 inches in the upper 60 inches).The pH of the surface layer in non-limed areas is 5.6 to 6.5.

Map Unit: MgB2 - Martinsville silt loam, 2 to 6 percent slopes, eroded

- **Martinsville silt loam (MgB2)- 2 to 6 percent slopes, eroded**

This well drained soil has a water table at a depth greater than 40 inches and is on sideslopes and rises on terraces. Slopes are 2 to 6 percent. The native vegetation is hardwoods. The surface layer is silt loam and has moderately low organic matter content (1.0 to 2.0 percent). Permeability is moderate (0.6 to 2 in/hr) in the most restrictive layer above 60 inches. Available water capacity is high (11.0 inches in the upper 60 inches).The pH of the surface layer in non-limed areas is 5.6 to 6.5. Water erosion is a management concern for crop production. Side yard drainage swales should be graded to provide at least 1% fall and 4:1 side slopes for ease of maintenance. Foundations should be set at least 18" above street level. Building foundations should be graded away from the building should provide at least 6" of fall within the first 10 feet. Downspouts should be extended out 10' from the foundation. If seeps or springs are present basements should be provided with a gravity drained subsurface drainage tile. Supplementary erosion control protection should be installed on steep erosive slopes.

NOTE:

Soil types in our county with seasonal high groundwater tables which have previously been in agriculture will most likely have farm drainage tiles installed. If the soil was too wet to produce a crop without drainage tile it also will be too wet for lawns, roads, crawl

spaces and basements if those tiles are destroyed. Please advise your excavators & utility installers to watch for clay farm tiles, protect them or replace them with new tile. Surrounding properties may also be depending on these field tiles to drain their land. Erosion control to protect tile outlets from sedimentation is critical to their proper function. See our website for more information on farm tile at marionswcd.org/wp-content/uploads/Fact-Sheet-farm-tiles.pdf

DOWNSTREAM LIMITATIONS/CONCERNS

The drainage for the project area is predominately by storm sewers and open ditches. It is vitally important to maintain good erosion control to keep sediment from entering the storm sewer system. Please provide adequate erosion control measures throughout the project and ensure that they are well maintained. For assistance please contact our Urban Conservationist and visit our website for more information: <http://marionswcd.org/construction/>

The receiving waters for this construction project are Buffalo Creek and Pleasant Run. Protection of these streams is vital to adequate drainage of the watershed and protection of the wildlife habitat and natural resources of the area. Provide an adequate emergency protection plan for soil & water resources in case of spills. Please also provide adequate erosion control measures throughout the project and ensure that they are well maintained. For assistance please contact our Urban Conservationist and visit our website for more information: <http://marionswcd.org/construction/>

SUGGESTED PROTECTIVE BUFFER LOCATIONS

Naturally vegetated buffer strips along lakes, ponds, streams and wetlands are critical to the health of these water bodies. Buffers provide protection by filtering runoff water, helping with shoreline stabilization, preserving fish & wildlife habitat and discouraging over use by geese. We highly recommend the use of buffer strips of at least 25 feet width or over 50 feet for sensitive areas such as wetlands. Choosing native species is preferred. For more information & suggested plant lists see our website: <http://marionswcd.org/water-quality/>

EROSION CONTROL RECOMMENDATIONS

This project contains areas of highly erodible soils. It is imperative that these slopes are well protected at all times during the project and well vegetated after the construction process is complete. Frequent inspections, especially after rainfall events and quick response to maintenance to all erosion control measures must be a high priority on this site. Our office is available to provide technical assistance.

Please contact our Urban Conservationist and visit our website for more information: <http://marionswcd.org/construction/>

SENSITIVE AREA PROTECTION

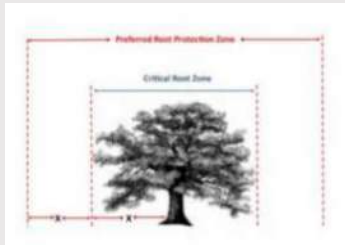
The area downstream from this project area is known to have flooding or drainage problems. Please ensure that development is done in such a way that adequate storage is provided and the outlet is adequate to receive the drainage.

This project contains (or is adjacent to) areas marked as wetlands on the National Wetland Inventory Map. Be sure to obtain all necessary permits. Special care must be given to protect wetland areas from construction activity and erosion. We highly discourage developing wetland areas as they are vital to providing storage / flood control and prime wildlife habitat.

This project contains areas mapped as a flood zone. We highly discourage developing land in flood zones as they are vital to providing storage / flood control and prime wildlife habitat.

This project contains areas of highly permeable soils. Please ensure that extra precautions are taken to protect ground water resources.

TREE PROTECTION & PLANTING



Tree Protection

Preserving & protecting existing quality trees on a construction site can enhance the aesthetics of a property, protect natural resources including soil & water, and can save the expense of planting new smaller grade trees on the back end of the project. Protect trees by fencing off and posting preservation areas around the trees. Protecting the tree root zones from compaction and stockpiled top soil (which can suffocate the trees) is vital to maintaining tree health during construction. While protecting the roots out to the drip line of the tree is essential, protecting the roots that extend beyond this area is preferred. The preferred tree protection zone is calculated by measuring the distance from the trunk to the edge of the dripline (critical root zone) and adding that

distance outside of the critical root zone area. (2X in diagram at left)

Tree Planting

Planting trees is a wise investment for the future. Trees provide many benefits aesthetically, environmentally and socially. Choosing the right tree for the intended location is a critical component in assuring healthy mature trees for the future. Consider the mature height & width of the tree species, the soil type, microclimate, & proximity to other trees, buildings & utilities when making selections. Trees are often planted too close to buildings, streets and sidewalks because their future root zone is not considered. We highly recommend choosing native species because of their natural resistance to disease and being well acclimated to our local climate.

Our website has a number of resources to help you make good choices. <http://marionswcd.org/trees/>

RAIN GARDENS & BIOSWALES

We highly recommend using rain gardens and bioswales in new development to assist in protecting water quality and reducing offsite runoff. Please refer to our website for more information on these practices: <http://marionswcd.org/water-management/>

NATIVE PLANTINGS

We highly recommend that new developments consider using native plant species in their landscapes. Native plants are non-invasive, provide wildlife food & habitat, are well suited to our soils and climate and have a natural resistance to insects & diseases often found in our area. A fact sheet is available on our website which gives more information on native species: <http://marionswcd.org/plants/>

From: Adin McCann
Sent: Thursday, February 4, 2021 3:07 PM
To: Christine Meador
Cc: Chris Schultz
Subject: FW: Coordination Comments - CLR Widening

Adin McCann, PE

Project Manager / Environmental Planning Section Manager
Tel (317) 917-5325 Cell (312) 909-1434 Email amccann@hntb.com

HNTB CORPORATION

111 Monument Circle, Suite 1200 | Indianapolis, IN 46204 | hntb.com

 **100+ YEARS OF INFRASTRUCTURE SOLUTIONS**



From: Cynthia Dever <deverc@centergrove.k12.in.us>
Sent: Thursday, February 4, 2021 3:06 PM
To: Adin McCann <amccann@HNTB.com>
Subject: Coordination Comments - CLR Widening

Hello Mr. McCann,

Thank you for your informative letter regarding the widening of County Line Road of which the Center Grove Community School Corporation has no comments.

Regards,

Lynn Dever

Secretary to Dr. William Long, Assistant Superintendent

CENTER GROVE COMMUNITY SCHOOL CORPORATION

4800 W. Stones Crossing Road

Greenwood, IN 46143

(317) 881-9326, ext. 1608

deverc@centergrove.k12.in.us



Indianapolis Public Transportation Corporation
dba IndyGo
1501 W. Washington Street
Indianapolis, IN 46222
T: 317.635.2100
F: 317.634.6585
www.IndyGo.net

February 5, 2021

Indianapolis Department of Public Works
200 E. Washington Street
Indianapolis, IN 46204

Re: Early Coordination Letter; Des. No. 2002553.
DPW Project ST-45-067
County Line Road Added Travel Lanes
Marion & Johnson Counties, Indiana

To whom it may concern:

On January 11, 2021, the Indianapolis Public Transportation Corporation (dba IndyGo) received an Early Coordination Letter informing the agency of the intent to add travel lanes, sidewalks, and a multi-use path to County Line Road from I-69 to SR135 in Marion and Johnson Counties.

At this time, IndyGo does not operate any transit service along this stretch of roadway and does not have plans to do so as part of the Marion County Transit Plan.

IndyGo thanks the Indianapolis Department of Public Works for coordinating with IndyGo and keeping the agency involved in the process. We do not have any further comments or questions at this time.

Respectfully,

A handwritten signature in black ink, appearing to read "Inez Evans".

Inez Evans
CEO, Indianapolis Public Transportation Corporation
1501 W. Washington Street
Indianapolis, IN 46204



Indianapolis Public Transportation Corporation
dba IndyGo
1501 W. Washington Street
Indianapolis, IN 46222
T: 317.635.2100
F: 317.634.6585
www.IndyGo.net

December 2, 2021

Indianapolis Department of Transportation
100 N. Senate Avenue
Indianapolis, IN 46204

Re: Early Coordination Response Letter - Revised, Des. No. 2002553, County Line Road Added Travel lanes,
Marion & Johnson Counties, Indiana

To whom it may concern,

The Indianapolis Public Transportation Corporation (dba IndyGo) is in receipt of an Early Coordination Letter dated November 22, 2021 informing the agency of the Indiana Department of Transportation (INDOT) and Federal Highway Administration's (FHWA) intent to proceed with the widening of County Line Road from the east end of the I-69 Interchange east to SR 135 in Marion and Johnson Counties, Indiana. In that letter, we are asked to comment on any potential environmental or community effects associated with the proposed project.

IndyGo is appreciative of the opportunity to coordinate as part of the environmental review process. We have reviewed the project and have not identified any potential community effects on IndyGo bus routes, as IndyGo does not provide bus service within the project limits along County Line Road.

Thank you for the early coordination request, please forward any follow up to Brooke Thomas, AICP, Director of Strategic Planning. (Bthomas@indygo.net or 317-559-4939)

Sincerely,

A handwritten signature in black ink, appearing to read "Inez P. Evans".

Inez P. Evans
President/CEO

From: Turnbow, Alisha <ATurnbow@idem.IN.gov>
Sent: Friday, February 5, 2021 4:35 PM
To: Christine Meador
Cc: Adin McCann; Chris Schultz
Subject: RE: County Line Road -Early Coordination Letter Des. No. 2002553
Attachments: Proximity to WPA (2002553).pdf

Hi Chris,

Find attached the source water proximity request response letter for Des No 2002553. The project is located in Citizens Water – Indianapolis Wellhead Protection Area. The contact for Citizens Water – Indianapolis is John Havard and he can be reached at jhavard@citizensenergygroup.com or (317) 693-8716. Let me know what questions you have.

Sincerely,

COVID-19 Resources:

- **Indiana State Dept. of Health (ISDH) COVID-19 Call Center:** Call 877-826-0011 (available 8:00 am-5:00 pm daily).
- **Anthem NurseLine:** Call 800-337-4770 or visit the [Anthem NurseLine](#) online for a FREE symptom screening. Available to anyone with an Anthem health plan (this includes State of IN employees)
- **Anthem Employee Assistance Program (EAP):** Available to full-time state employees and their household members regardless of health plan participation. Call 800-223-7723 or visit anthemeap.com (enter State of Indiana) for crisis counseling, help finding child/elder care, legal/financial consultation and much more.



Alisha Turnbow
Environmental Manager
Office of Water Quality
Drinking Water Branch, Groundwater Section
(317) 233-9158 · aturnbow@idem.IN.gov

Indiana Department of Environmental Management



IDEM values your feedback.

Please take two minutes and complete this brief survey.



From: Christine Meador <CMeador@HNTB.com>
Sent: Friday, January 08, 2021 4:54 PM
To: Turnbow, Alisha <ATurnbow@idem.IN.gov>
Cc: Adin McCann <amccann@HNTB.com>; Chris Schultz <cjschultz@HNTB.com>
Subject: County Line Road -Early Coordination Letter Des. No. 2002553

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

The City of Indianapolis with assistance from the Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) intends to proceed with a project involving the widening of County Line Road from the east end of the I-69 Interchange east to SR 135 in Marion and Johnson counties, Indiana. Widening will include the construction of a sidewalk and multi-use path along County



Indiana Department of Environmental Management

We Protect Hoosiers and Our Environment.

100 N. Senate Avenue • Indianapolis, IN 46204

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

Eric J. Holcomb
Governor

Bruno Pigott
Commissioner

February 5, 2021

66-33
HNTB Corporation
Attention: Adin McCann
111 Monument Circle, Suite 1200
Indianapolis, Indiana 46204

Dear Adin McCann,

RE: Wellhead Protection Area
Proximity Determination
Des No 2002553
DPW Project ST-45-067
County Line Road
Added Travel Lanes
Marion & Johnson Counties, Indiana

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

The project area **is not located within** a Source Water Assessment Area for a PWSS's surface water intake. The Source Water Assessment Area relates to the surface water drainage area that water could potentially flow and influence water quality for a PWSS's source of drinking water.

Note: the Drinking Water Branch has a self service feature which allows one to determine wellhead proximity without submitting the application form. Use the following instructions:

1. Go to <https://www.in.gov/idem/cleanwater/pages/wellhead/>
2. Use the search tool located in the upper left hand corner of the application to zoom to your site of interest by way of city, county, or address; or use the mouse to click on the site of interest displayed on the map.
3. Once the site of interest has been located and selected, use the print tool to create a .pdf of a wellhead protection area proximity determination response.

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

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

Sincerely,

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



A State that Works

Please Reduce, Reuse, Recycle

From: Turnbow, Alisha <ATurnbow@idem.IN.gov>
Sent: Friday, December 17, 2021 6:24 PM
To: Christine Meador
Subject: RE: Des. No. 2002553 - South County Line Road Added Travel Lanes - Re-coordination
Attachments: [IDEM Proximity to WPA \(2002553\).pdf](#)

Hi Chris,
Find attached to this email a response to the proximity request for Des No 2002553.

The project Des No 2002553 is located in Citizens Water – Indianapolis' Wellhead Protection Area. The contact for Citizens Water – Indianapolis is John Havard and he can be reached at jhavard@citizensenergygroup.com and (317) 693-8716.

The project Des No 2002553 is located within 1400 feet of Indiana American Water – Johnson County's Wellhead Protection Area. The contact for Indiana American Water – Johnson County is Christina Gosnell, and she could be reached at christina.gosnell@amwater.com and 317-885-2408.

Let me know what questions you have.

Sincerely,



Alisha Turnbow
Environmental Manager
Office of Water Quality
Drinking Water Branch, Groundwater Section
(317) 233-9158 · aturnbow@idem.IN.gov

Indiana Department of Environmental Management



IDEM values your feedback.
Please take two minutes and complete this brief survey.



COVID-19 Resources:

- **Indiana State Dept. of Health (ISDH) COVID-19 Call Center:** Call 877-826-0011 (available 8:00 am-5:00 pm daily).
- **Anthem NurseLine:** Call 800-337-4770 or visit the [Anthem NurseLine](#) online for a FREE symptom screening. Available to anyone with an Anthem health plan (this includes State of IN employees)
- **Anthem Employee Assistance Program (EAP):** Available to full-time state employees and their household members regardless of health plan participation. Call 800-223-7723 or visit anthemeap.com (enter State of Indiana) for crisis counseling, help finding child/elder care, legal/financial consultation and much more.

From: Christine Meador <CMeador@HNTB.com>
Sent: Monday, November 22, 2021 3:47 PM
To: Christine Meador <CMeador@hntb.com>
Cc: ericka.miller@indy.gov; Wallace, Jonathan N <JWallace2@indot.IN.gov>; Chris Schultz <cjschultz@HNTB.com>; Adin McCann <amccann@hntb.com>; Susan Harrington



INDIANA DEPARTMENT OF ENVIRONMENTAL MANAGEMENT

We Protect Hoosiers and Our Environment.

100 N. Senate Avenue • Indianapolis, IN 46204

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

Eric J. Holcomb
Governor

Brian C. Rockensuess
Commissioner

December 17, 2021

HNTB CORPORATION
Attention: Christine Meador
111 Monument Circle, Suite 1200
Indianapolis, IN 46204

Dear Christine Meador:

Re: Wellhead Protection Area
Proximity Determination
Des No 2002553
DPW Project ST-45-067
County Line Road Added Travel Lanes
Marion & Johnson Counties, Indiana

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

The project area **is not located within** a Source Water Assessment Area for a PWSS's surface water intake. The Source Water Assessment Area relates to the surface water drainage area that water could potentially flow and influence water quality for a PWSS's source of drinking water.

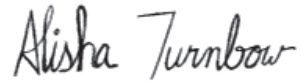
In the future, **please consider using this self-service tool** if it suits your needs. The Drinking Water Branch has a self-service tool which allows one to determine wellhead proximity without submitting the application form. Go to <https://www.in.gov/idem/cleanwater/pages/wellhead/> and use the instructions at the bottom of the page.



Please Reduce, Reuse, Recycle

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

Sincerely,

A handwritten signature in black ink that reads "Alisha Turnbow". The signature is written in a cursive, flowing style.

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

February 18, 2021

Adin McCann, P.E.
HNTB Corporation
111 Monument Circle, Suite 1200
Indianapolis, Indiana 46204

Dear Mr. McCann:

The proposed project to widen County Line Road in Marion and Johnson Counties, Indiana (Des. No. 2002553), as referred to in your letter received January 8, 2021, **will not** cause a conversion of prime farmland.

The proposed project to widen County Line Road in Johnson County, Indiana (Des. No. 2002553), as referred to in your letter received January 8, 2021, **will** cause a conversion of prime farmland.

The attached packet of information is for your use in completing Parts VI and VII of the AD-1006. After completion, the federal funding agency needs to forward one copy to NRCS for our records.

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

Sincerely,

RICHARD
NEILSON
Digitally signed by
RICHARD NEILSON
Date: 2021.02.18
15:13:48 -05'00'

RICK NEILSON
State Soil Scientist

Enclosures

Form NRCS-CPA-106 associated with this letter has been removed and is void. Form
NRCS_CPA-106 dated October 11, 2023 is the current valid form.

Helping People Help the Land.



USDA is an equal opportunity provider, employer and lender.

December 20, 2021

Christine Meador
HNTB Corporation
111 Monument Circle, Suite 1200
Indianapolis, Indiana 46204
cmeador@hntb.com

Dear Ms. Meador:

The revised project to proceed with added travel lanes along County Line Road in Marion and Johnson Counties, Indiana, (Des No 2002553), as referred to in your letter received September 22, 2021, will cause a conversion of prime farmland.

There was a change within the new revision, however, the change will not affect prime farmland as the addition right-of-way being taken is in a residential area. The impact is still the same as before, 1 field in Johnson County and a small field in Marion County. The farmland impact forms are still valid from the previous coordination.

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

If you need additional information, please contact John Allen at 317-295-5859 or john.allen@usda.gov.

Sincerely,

RICHARD
NEILSON
Digitally signed by
RICHARD NEILSON
Date: 2021.12.21
07:27:22 -05'00'

RICK NEILSON
State Soil Scientist

Enclosures

Form NRCS-CPA-106 associated with this letter has been removed and is void. Form NRCS_CPA-106 dated October 11, 2023 is the current valid form.

Helping People Help the Land.



USDA is an equal opportunity provider, employer and lender.

August 30, 2023

Susan Harrington
111 Monument Circle, Suite 1200
Indianapolis, Indiana 46204

Dear Ms. Harrington:

The proposed ROW for County Line Road Project Des No 2002553 Johnson County, Indiana, as referred to in your letter received August 7, 2023, will cause a conversion of prime farmland.

Johnson: Impact

The attached packet of information is for your use competing Parts VI and VII of the AD-1006. After completion, the federal funding agency needs to forward one copy to NRCS for our records.

The proposed ROW for County Line Road Project Des No 2002553 Marion County, Indiana, as referred to in your letter received August 7, 2023, will not cause a conversion of prime farmland.

Marion: No Impact

If you need additional information, please contact John Allen at 317-295-5859 or john.allen@usda.gov.

Sincerely,

JOHN ALLEN

JOHN ALLEN
State Soil Scientist

Digitally signed by JOHN ALLEN
Date: 2023.09.01 07:14:09 -04'00'

Enclosers

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request				
Name of Project DES2002553 Co Line Rd (Johnson side)		Federal Agency Involved				
Proposed Land Use		County and State Johnson County, IN				
PART II (To be completed by NRCS)		Date Request Received By NRCS		Person Completing Form:		
Does the site contain Prime, Unique, Statewide or Local Important Farmland? (If no, the FPPA does not apply - do not complete additional parts of this form)		YES <input type="checkbox"/> NO <input type="checkbox"/>		Acres Irrigated		
				Average Farm Size 220 ac		
Major Crop(s) Corn	Farmable Land In Govt. Jurisdiction Acres: 165464 % 80		Amount of Farmland As Defined in FPPA Acres: 14946 % 72			
Name of Land Evaluation System Used LESA	Name of State or Local Site Assessment System		Date Land Evaluation Returned by NRCS 8/30/2023			
PART III (To be completed by Federal Agency)		Alternative Site Rating				
		Site A	Site B	Site C	Site D	
A. Total Acres To Be Converted Directly						
B. Total Acres To Be Converted Indirectly						
C. Total Acres In Site						
PART IV (To be completed by NRCS) Land Evaluation Information						
A. Total Acres Prime And Unique Farmland		5.38				
B. Total Acres Statewide Important or Local Important Farmland		0.00				
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted		0.003				
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value		29				
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)		94				
PART VI (To be completed by Federal Agency) Site Assessment Criteria (Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)		Maximum Points	Site A	Site B	Site C	Site D
1. Area In Non-urban Use	(15)	0				
2. Perimeter In Non-urban Use	(10)	0				
3. Percent Of Site Being Farmed	(20)	0				
4. Protection Provided By State and Local Government	(20)	0				
5. Distance From Urban Built-up Area	(15)	0				
6. Distance To Urban Support Services	(15)	0				
7. Size Of Present Farm Unit Compared To Average	(10)	0				
8. Creation Of Non-farmable Farmland	(10)	3				
9. Availability Of Farm Support Services	(5)	5				
10. On-Farm Investments	(20)	0				
11. Effects Of Conversion On Farm Support Services	(10)	0				
12. Compatibility With Existing Agricultural Use	(10)	10				
TOTAL SITE ASSESSMENT POINTS		160	18	0	0	0
PART VII (To be completed by Federal Agency)						
Relative Value Of Farmland (From Part V)		100	94	0	0	0
Total Site Assessment (From Part VI above or local site assessment)		160	18	0	0	0
TOTAL POINTS (Total of above 2 lines)		260	112	0	0	0
Site Selected: Preferred Alternative	Date Of Selection 10/11/2023		Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>			
Reason For Selection: The preferred alternative would not effect farming in the area. There is one 24 acre field along the corridor that will likely be impacted by placement of a detention basin and use for soils disposal. This field would likely be converted to non-agricultural use regardless of the project.						
Name of Federal agency representative completing this form: Christine Meador					Date: 10/11/2023	

(See Instructions on reverse side)

Form AD-1006 (03-02)

From: Havard, John E. <JHavard@citizensenergygroup.com>
Sent: Monday, February 8, 2021 9:36 AM
To: Christine Meador
Cc: Adin McCann; Chris Schultz; aturnbow@idem.in.gov; wbower@dlz.com
Subject: RE: County Line Road -Early Coordination Letter Des. No. 2002553

Dear Christine Meador,

Thank you for bringing this project to our attention. We believe that impacts from the construction work to the source water protection area (South Wellfield Wellhead Protection Area) could be significant but can be minimized as long as construction activities adhere to local, state and federal regulations. We request that the ground and surface water be protected from any chemicals and fuels that are used in or result from the construction of the bridges and roadway. Spill prevention plans should be created for any chemicals or fuels stored on site while construction is in progress. We request that equipment refueling be conducted away from the Wellhead Protection area and the streams (eastern portion of the construction site) and that spill kits be on-site so that any spills can be immediately cleaned-up. The on-site work force should be trained and equipped to prevent spills and to respond to spills. For larger spills, arrangements should be made with an environmental response contractor. Any release of fuels or chemicals should be reported immediately to our Central Control System at (317)941-7135 or if unavailable to Citizens Environmental Response at (317)402-8636.

Thank you,

John Havard, P.E.
Manager, Environmental Technical Programs
Citizens Energy Group
(O) 317-693-8716



From: Christine Meador <CMeador@HNTB.com>
Sent: Monday, February 8, 2021 9:11 AM
To: Havard, John E. <JHavard@citizensenergygroup.com>
Cc: Adin McCann <amccann@HNTB.com>; Chris Schultz <cjschultz@HNTB.com>; aturnbow@idem.in.gov; wbower@dlz.com
Subject: County Line Road -Early Coordination Letter Des. No. 2002553

WARNING: This email originated outside of Citizens Energy Group. **DO NOT CLICK** links or attachments unless you recognize the sender and know the content is safe.

The City of Indianapolis with assistance from the Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) intends to proceed with a project involving the widening of County Line Road from the east end of the I-69 Interchange east to SR 135 in Marion and Johnson counties, Indiana. Widening will include the construction of a sidewalk and multi-use path along County Line Road and the replacement of two bridges, Structure No. 49-4503F over Pleasant Run Creek and Structure No. 49-4510F over Buffalo Creek. Please see the attached early coordination letters as part of

From: Havard, John E. <JHavard@citizensenergygroup.com>
Sent: Tuesday, November 23, 2021 11:14 AM
To: Christine Meador
Subject: RE: Des. No. 2002553 - South County Line Road Added Travel Lanes - Re-coordination

Dear Christine Meador,

Thank you for bringing this project to our attention. We believe that impacts from the construction work to the source water protection area (wellhead protection area - South wellfield) could have significant impacts. These impacts can be minimized as long as construction activities adhere to local, state and federal regulations. We request that all surface water and the wellhead protection area be protected from any chemicals, fuels, dissolved solids, or suspended solids that are used in or result from the construction of bridges, roadways, culverts, or nearby structures. Spill prevention plans should be created for any chemicals or fuels stored on site while construction is in progress. We request that equipment refueling be conducted away from drainage ditches and surface water and that spill kits be on-site so that any spills can be immediately cleaned-up. The on-site work force should be trained and equipped to respond to spills. For larger spills, arrangements should be made with an environmental response contractor. Any release of fuels or chemicals should be reported immediately to our Central Control System at (317)941-7135 or if unavailable to Citizens Environmental Response at (317)402-8636.

Thank you,

John Havard, P.E.
Manager, Environmental Technical Programs
Citizens Energy Group
(O) 317-693-8716



From: Christine Meador <CMeador@HNTB.com>
Sent: Monday, November 22, 2021 3:47 PM
To: Christine Meador <CMeador@HNTB.com>
Cc: Miller, Ericka <ericka.miller@indy.gov>; JWallace2@indot.IN.gov; Chris Schultz <cjschultz@HNTB.com>; Adin McCann <amccann@HNTB.com>; Susan Harrington <sharrington@HNTB.com>
Subject: Des. No. 2002553 - South County Line Road Added Travel Lanes - Re-coordination

WARNING: This email originated outside of Citizens Energy Group. **DO NOT CLICK** links or attachments unless you recognize the sender and know the content is safe.

To Whom it May Concern:

The City of Indianapolis with assistance from the Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) intends to proceed with a project involving the widening of

January 13, 2021

Ms. Christine Meador
HNTB
111 Monument Circle
Indianapolis, IN 46203

RE: DES. No. 2002553, County Line Road

Dear Ms. Meador:

Indiana American Water appreciates you contacting us regarding road construction project DES# 2002553. This project is not within our Time of Travel (TOT) Zones. However, our TOT zones are downstream of water bodies within the project area. This means if a chemical were to leak or be spilled into a water body it could impact our source of supply. This is obviously worrisome as we provide quality drinking water to more than 81,000 residents in Central Indiana. Wellhead protection is an essential part of what we do and ensures future generations continue to have the same high-quality water we enjoy today.

To ensure our source water remains protected Indiana American Water would like to see the following management controls utilized throughout the construction process:

- Prior to commencement of construction, provide a list of chemicals to be used and/or stored to Indiana American Water. Also, provide a contingency plan in case a chemical spill or leak occurs.
- Chemicals must be stored at a minimum of 100 feet from the bank of a water body, have proper labels, and be stored in secondary containment capable of holding 110% of the volume.
- The contractor should complete and document weekly inspections of all chemical tanks and secondary containment structures.
- Immediately notify Indiana American Water of a chemical spill or leak into a waterway.

Please contact me with any questions or concerns you may have relative to these management measures.

Sincerely,



Katie Jamriska
Water Quality and Environmental Compliance Lead
Indiana American Water- Central Indiana Operations
317.300.4779
katherine.jamriska@amwater.com



TO: *Christine Meador*
HNTB

DATE: *January 25, 2021*

FROM: *Kathy Allen*
Contractor to the City of Indianapolis

SUBJECT: *Environmental Early Coordination for Des 2002553 County Line Road*

Mrs. Meador,

This letter summarizes stormwater comments for the Environmental Early Coordination for the project referenced above.

1. The project must comply with the City of Indianapolis Storm Water Design and Construction Manual including Chapter 700 Stormwater Quality and Chapter 600 Erosion and Sediment Control.
2. Projects within the 100-year floodplain must submit plan information to the Department of Business and Neighborhood Services for a FLD permit. If this project is within a 100-year floodplain, please refer to design memo no. 2017.11 (<https://www.indy.gov/activity/indy-dpw-design-memos>).
3. This project is in a wellhead protection area. Please include appropriate spill response in the contract documents.
4. Include the Indianapolis DPW Hazmat Emergency response number in the contract documents (317) 327-1620.

Should you have any questions or require additional information, please contact me by email at Kathy.allen@indy.gov.

Sincerely,

Kathy Allen, PLA, CPESC, CPMSM



From: Allen, Kathy <kathy.Allen@indy.gov>
Sent: Monday, November 29, 2021 7:59 AM
To: Christine Meador
Cc: Miller, Ericka; JWallace2@indot.IN.gov; Chris Schultz; Adin McCann; Susan Harrington
Subject: RE: Des. No. 2002553 - South County Line Road Added Travel Lanes - Re-coordination
Attachments: [Early Coordination MS4.pdf](#)

There are no additional concerns for the expanded area. The original response letter is attached and remains valid.

Thanks,
Kathy Allen
kathy.allen@indy.gov

CONFIDENTIALITY NOTICE: This e-mail message, including any attachments, is for the sole use of the intended recipient(s) and may contain confidential and privileged information or otherwise be protected by law. Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply e-mail and destroy all copies of the original message.

From: Christine Meador <CMeador@HNTB.com>
Sent: Monday, November 22, 2021 3:47 PM
To: Christine Meador <CMeador@HNTB.com>
Cc: Miller, Ericka <Ericka.Miller@Indy.Gov>; JWallace2@indot.IN.gov; Chris Schultz <cjschultz@HNTB.com>; Adin McCann <amccann@HNTB.com>; Susan Harrington <sharrington@HNTB.com>
Subject: Des. No. 2002553 - South County Line Road Added Travel Lanes - Re-coordination

CAUTION: This email originated from outside of the organization and contains an attachment. Unless you recognize the sender and know the contents are safe, do not open the attachment.

To Whom it May Concern:

The City of Indianapolis with assistance from the Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) intends to proceed with a project involving the widening of County Line Road from the east end of the I-69 Interchange east to SR 135 in Marion and Johnson counties, Indiana. Widening will include the construction of a sidewalk and multi-use path along County Line Road and the replacement of two bridges, Structure No. 49-4503F over Pleasant Run Creek and Structure No. 49-4510F over Buffalo Creek. This re-coordination letter is part of the early coordination phase of the environmental review process. We request comments from you within your area of expertise regarding any potential environmental or community effects associated with this proposed project. Please use the above designation number and description in your reply. We will incorporate your comments into a study of the project's environmental effects which will be conducted in accordance with the National Environmental Policy Act (NEPA). At this time, we do not know the NEPA class of action for the proposed action.

Christine Meador

From: Gilbert, Mike <mgilbert@eprod.com>
Sent: Tuesday, January 12, 2021 9:30 AM
To: Christine Meador
Cc: Adin McCann; Chris Schultz
Subject: RE: County Line Road -Early Coordination Letter Des. No. 2002553
Attachments: TEPPCO NORTHERN--P35--PAL_025.pdf; GIS(15722).pdf

Christine,

It looks like we received a request for this work a few months back. I've included a GIS map as well as a marked up alignment sheet for the line we have going through the middle of this project area.

We do not have any plans for this project and my understanding is that it will be a few months before those are available. I'll make a note in my system accordingly, moving forward you can reference DB 15722.

Best,

Mike Gilbert
Enterprise Products Company
Land – Encroachments
9240 W. Sam Houston Pkwy
Houston, Tx 77064
p. 281-887-3437
e. mgilbert@eprod.com

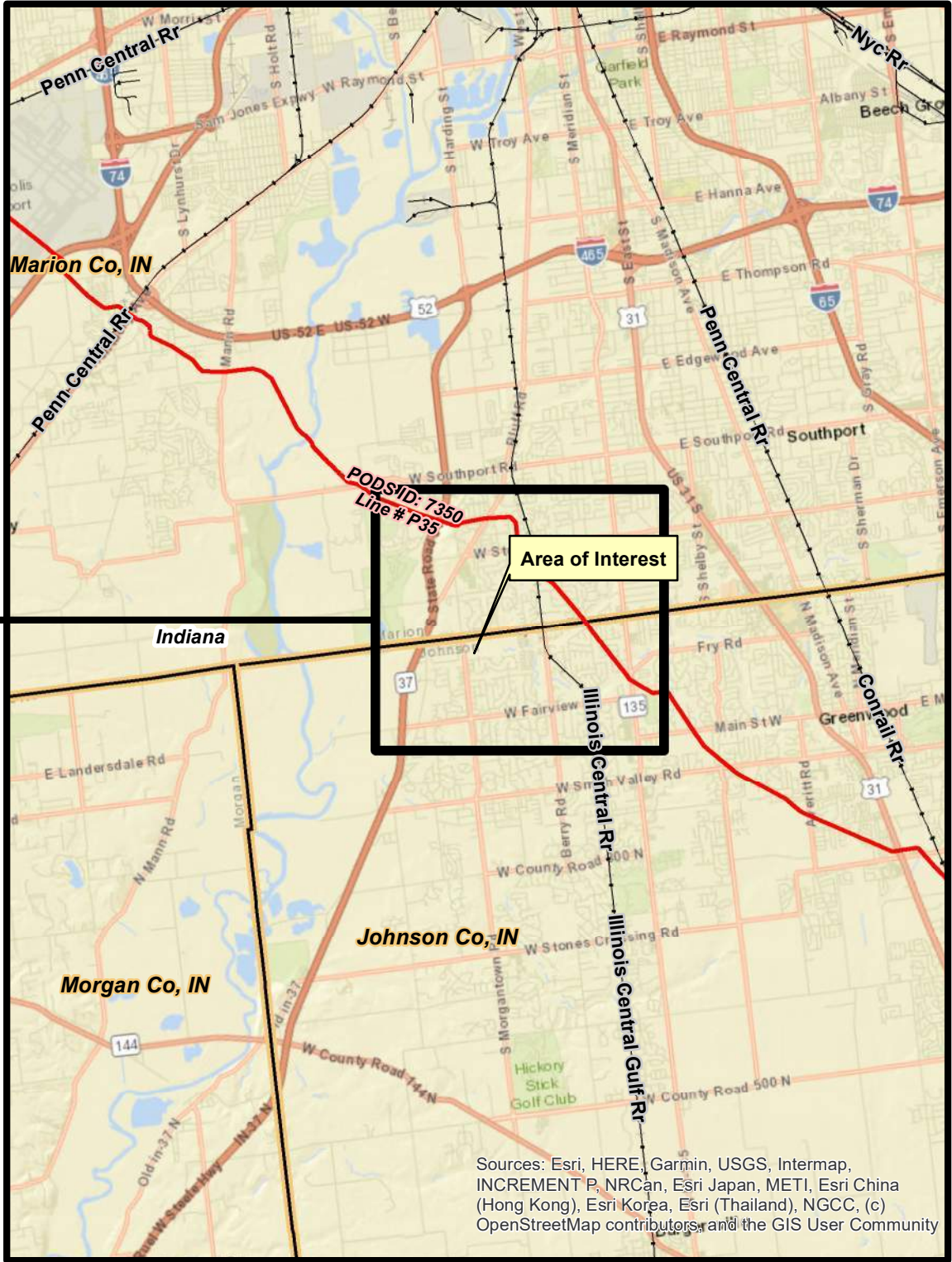
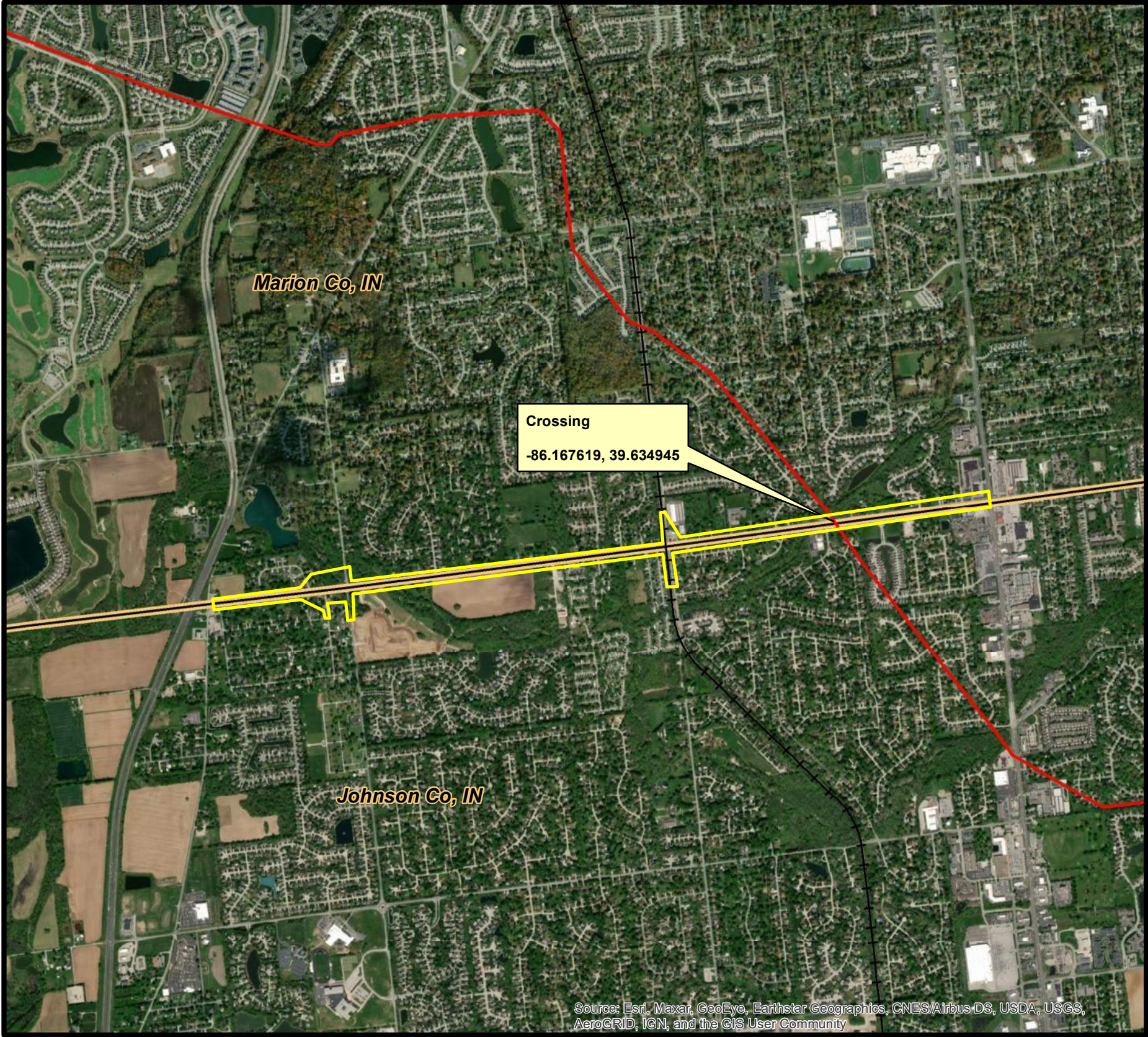
From: Christine Meador <CMeador@HNTB.com>
Sent: Friday, January 8, 2021 5:38 PM
To: Gilbert, Mike <mgilbert@eprod.com>
Cc: Adin McCann <amccann@HNTB.com>; Chris Schultz <cjschultz@HNTB.com>
Subject: [EXTERNAL] County Line Road -Early Coordination Letter Des. No. 2002553

[Use caution with links/attachments]

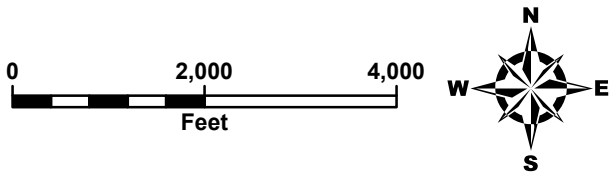
The City of Indianapolis with assistance from the Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) intends to proceed with a project involving the widening of County Line Road from the east end of the I-69 Interchange east to SR 135 in Marion and Johnson counties, Indiana. Widening will include the construction of a sidewalk and multi-use path along County Line Road and the replacement of two bridges, Structure No. 49-4503F over Pleasant Run Creek and Structure No. 49-4510F over Buffalo Creek. Please see the attached early coordination letters as part of the early coordination phase of the environmental review process. We request comments from you within your area of expertise regarding any potential environmental or community effects associated with these proposed projects. Please use the above designation number and description in your reply. We will incorporate your comments into a study of the project's environmental effects.

Thank you for your assistance with this project and have a great day.

Chris



This map has been carefully compiled from the best existing sources available at the time of preparation, but neither Enterprise Products Company nor any entity associated therewith, guarantees the accuracy of this map or assumes any responsibility or liability for any reliance thereon. 11/11/2020 (MG)



COORDINATES SHOWN HEREON MAY NOT REPRESENT PRECISE LOCATIONS. THEY SHOULD BE USED FOR GENERAL LOCATIONAL PURPOSES ONLY.

CITY OF INDIANAPOLIS
ROAD IMPROVEMENT-W COUNTY LINE RD
MARION CO., IN
ENCROACHMENT DB-15722



[illegible]

From: Royer, Brian <BRoyer@dnr.IN.gov>
Sent: Tuesday, November 23, 2021 2:07 PM
To: Christine Meador
Subject: RE: Des. No. 2002553 - South County Line Road Added Travel Lanes - Re-coordination

There are no known oil and gas related issues that will be encountered during this project.

Thanks,

Brian Royer

Orphan Well Manager
Indiana Department of Natural Resources
Division of Oil & Gas
Cell- 317-417-6556
www.dnr.IN.gov

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

From: Christine Meador <CMeador@HNTB.com>
Sent: Monday, November 22, 2021 3:47 PM
To: Christine Meador <CMeador@hntb.com>
Cc: ericka.miller@indy.gov; Wallace, Jonathan N <JWallace2@indot.IN.gov>; Chris Schultz <cjschultz@HNTB.com>; Adin McCann <amccann@hntb.com>; Susan Harrington <sharrington@HNTB.com>
Subject: Des. No. 2002553 - South County Line Road Added Travel Lanes - Re-coordination

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

To Whom it May Concern:

The City of Indianapolis with assistance from the Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) intends to proceed with a project involving the widening of County Line Road from the east end of the I-69 Interchange east to SR 135 in Marion and Johnson counties, Indiana. Widening will include the construction of a sidewalk and multi-use path along County Line Road and the replacement of two bridges, Structure No. 49-4503F over Pleasant Run Creek and Structure No. 49-4510F over Buffalo Creek. This re-coordination letter is part of the early coordination phase of the environmental review process. We request comments from you within your area of expertise regarding any potential environmental or community effects associated with this proposed project. Please use the above designation number and description in your reply. We will incorporate your comments into a study of the project's environmental effects which will be conducted in accordance with the National Environmental Policy Act (NEPA). At this time, we do not know the NEPA class of action for the proposed action.

You are asked to review this information and provide any comments you may have relative to the anticipated effects of the project on areas which you have jurisdiction or special expertise. Please send

From: Christine Meador
Sent: Wednesday, May 26, 2021 3:39 PM
To: 'peter.ray@inrd.com'
Cc: Adin McCann; Chris Schultz
Subject: RE: County Line Road -Early Coordination Letter Des. No. 2002553
Attachments: County Line Road - Public Information Meeting_Draft.pdf

Peter –

Just to follow up on my voice mail. I have passed your information along to our project manager and out railroad coordinator and they should be providing you with preliminary plans soon.

We also just had a public information meeting and the information presented there is on the PDW Website at <https://www.indy.gov/activity/major-transportation-projects> and I have attached the slides from the presentation that include the 5 lane typical section we are planning. The 5 lane section is centered on the existing centerline.

We anticipate having a preliminary field check in June and will make sure you are invited to that meeting. You may note that on the below email my email is incorrectly spelled. My contract information is below.

Thank you and have a great day.

Chris

Christine Meador

Senior Project Manager
Environmental Planning

Tel (317) 636-4682 Cell (317) 459-3629 Direct (317) 917-5338 Email cmeador@hntb.com

HNTB CORPORATION – CELEBRATING 80 YEARS IN INDIANA

111 Monument Circle, Suite 1200, Indianapolis, IN 46204 | www.hntb.com

 **100+ YEARS OF INFRASTRUCTURE SOLUTIONS**



Please consider the environment before printing this email

From: Peter Ray <peter.ray@inrd.com>
Sent: Wednesday, May 26, 2021 12:24 PM
To: cmeador@HTNB.com; Adin McCann <amccann@HNTB.com>; ericka.miller@indy.gov
Cc: Peter Jespersen <peter.jespersen@inrd.com>; Jolene Gamble <jolene.gamble@inrd.com>; Shae LeDune <shae.ledune@inrd.com>; Bernie Guerrettaz <bernie.guerrettaz@inrd.com>; Justin Cronin

<justin.cronin@inrd.com>; Gannaway, Douglas T. <DTGannaway@indot.IN.gov>

Subject: FW: County Line Road -Early Coordination Letter Des. No. 2002553

Good afternoon Christine. Please direct all future correspondence with regards to County Line Road direct to my attention. Please give me a call at your convenience to further discuss the project. Do you have any proposed plans, drawings or alignments that you can forward (specifically at the railroad track crossing and intersection of County Line Road with Railroad Avenue/Peterman Road) so we can better understand what is being proposed for construction. Thanks.

Peter Ray
VP-Engineering
Indiana Rail Road Company
1500 South Senate Avenue
Indianapolis, Indiana
46225

317-750-8564

From: Service

Sent: Wednesday, May 26, 2021 8:44 AM

To: Peter Jespersen <peter.jespersen@inrd.com>; Jolene Gamble <jolene.gamble@inrd.com>; Peter Ray <peter.ray@inrd.com>; Bernie Guerrettaz <bernie.guerrettaz@inrd.com>; Shae LeDune <shae.ledune@inrd.com>

Subject: FW: County Line Road -Early Coordination Letter Des. No. 2002553

Please see below and the attachment re widening of County Line Road.

Thank you,

Jeff Gast

Logistics Service Coordinator
Indiana Rail Road Company

Phone: 317.616.3460

Email: service@inrd.com

From: Christine Meador <CMeador@HNTB.com>

Sent: Wednesday, May 26, 2021 08:40

To: Service <customer.service@inrd.com>

Subject: County Line Road -Early Coordination Letter Des. No. 2002553

The City of Indianapolis with assistance from the Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) intends to proceed with a project involving the widening of County Line Road from the east end of the I-69 Interchange east to SR 135 in Marion and Johnson



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N-758-ES
Indianapolis, Indiana 46204

PHONE: (317)233-0800
(855) INDOT4U

Eric J. Holcomb, Governor
Michael Smith, Commissioner

June 20, 2023

Robin McWilliams Munson, Field Supervisor
US Fish and Wildlife Service
Bloomington Indiana Field Office
620 South Walker Street
Bloomington, Indiana 47403-2121

Via E-mail: robin_mcwilliams@fws.gov

Re: Standard Informal Consultation for the Indiana Bat and Northern Long-Eared Bat
Des. No.: 2002553
County Line Road Added Travel Lanes
Marion and Johnson Counties, Indiana

Dear Ms. McWilliams Munson:

The Indiana Department of Transportation (INDOT), acting on behalf of Federal Highway Administration (FHWA), is submitting this letter for standard informal consultation for the Indiana bat (*Myotis sodalis*) and northern long-eared bat (*Myotis septentrionalis*) (NLEB). The project does not qualify for the Rangewide Programmatic Agreement, and the Information for Planning and Consultation (IPaC) determination key cannot be completed due to tree removal/trimming within suitable habitat beyond 300 feet from the roadway. The project area is within a half mile of a documented capture site of a NLEB and within a five-mile maternity buffer for the Indiana Bat. In addition, percussives will likely raise noise levels above background levels during construction.

Background

The City of Indianapolis, with federal funding, intends to proceed with a project involving the widening of County Line Road. This project begins 0.30 mile west of Morgantown Road and extends east to SR 135/Meridian Street. More specifically, the project is located in Sections 21, 22, 23, 26, 27, and 28, Township 14 North, Range 3 East in White River Township in Marion and Johnson Counties, Indiana (Attachment A).

County Line Road is classified as a two-lane primary arterial roadway through the majority of the project corridor. The road expands to five lanes (two lanes in each direction with a turning lane to Meridian Street) between South Illinois Street and SR 135. The majority of the project area does not have pedestrian facilities, curb and gutter, or shoulders. Sidewalks, curb and gutter, and shoulders are only associated with the five-lane section of County Line Road between South Illinois Street and Royal Meadow Drive.

There are two major intersections along County Line Road and within the project limits: Morgantown Road and Railroad Road/Peterman Road. The Morgantown Road intersection is controlled by a traffic

signal and has left turn lanes in all directions. There is a steep hill on County Line Road just west of this intersection, with an existing roadway grade of approximately nine percent.

The Railroad Road/Peterman Road intersection is controlled by a four-way stop, with a single approach lane from all four directions. The Indiana Railroad has a single-track rail line immediately adjacent to Railroad Road/Peterman Road, with an at-grade crossing of County Line Road less than 50 feet west of the intersection. The crossing has overhead flashers but no gates.

The existing structure over Pleasant Creek Run (Structure No. 49-4503F) is approximately 650 feet east of the Morgantown Road Intersection. It is a three-span concrete box beam bridge approximately 100 feet in length. The second existing structure within the project limits over Buffalo Creek (Structure No. 49-4510F) is located just west of Leisure Lane on County Line Road. It is a three-span reinforced concrete slab approximately 150 feet in length.

The purpose of the County Line Road project is to address capacity deficiencies, improve east-west mobility, and improve safety within the corridor. The need for this project is the existing and future capacity restrictions as the projected traffic demands will exceed the capacity of the existing two-lane configuration. Additionally, there are no pedestrian or bicycle facilities associated with the existing roadway which is in a high-density residential area.

Proposed Improvements

Proposed work along County Line Road includes the expansion of the two-lane suburban arterial road to a five-lane road (two 11-foot lanes in each direction and a 13-foot two-way left turn lane) with a 10-foot multipurpose trail on the north side and a 6-foot sidewalk on the south side of the roadway separated from the roadway by 6-foot grass buffers.

Two bridges will also be replaced. Structure No. 49-4503F carries County Line Road over Pleasant Run Creek and Structure No. 49-4510F carries County Line Road over Buffalo Creek. The proposed bridge structures will accommodate the proposed roadway with the only modification to the typical section being that the grass buffers will be two feet per side within the bridge structure limits.

In order to adequately address drainage, the project will extend north along Railroad Road approximately 500 feet and south along Peterman Road/CR 400W approximately 750 feet. Drainage improvements will include construction of new enclosed storm sewers on the east side of Railroad Road/CR 400W and the west side of the railroad tracks outletting to a drainage ditch flowing to Buffalo Creek. Additionally, drainage and sight distance concerns will require improvement to extend north from County Line Road approximately 200 feet along Chessie Drive. A new detention basin will be constructed on the south side of County Line Road approximately 0.25 mile east of Morgantown Road. A stormwater outfall will be constructed at Pleasant Run Creek, approximately 525 feet south of County Line Road.

The eastern intersection of Morris Road with County Line Road and the intersection of Mount Pleasant East Street with County Line Road will be converted to cul-de-sacs, with no access to County Line Road. These changes are necessary due to the correction of the steep incline of County Line Road near Morgantown Road. Due to the permanent closure of the County Line Road/Mount Pleasant East Street intersection, a new local road will be constructed to provide access to the Mount Pleasant community. This roadway will be approximately 400 feet in length and 20-24 feet wide and will connect the Mount Pleasant neighborhood to Bluff Road.

Project plans are included in Attachment E.

Right-of-Way

Acquisition of approximately 23 acres of permanent right-of-way and 31 acres of temporary right-of-way will be required for the project. The proposed right-of-way is composed of residential, commercial, and agricultural land. The project will require nine relocations. Multiple structures will be demolished after the properties to be relocated have been acquired.

Maintenance of Traffic

The project will be constructed in two contracts. Part 1 will construct from the western termini near Morris Road to near Depot Drive, as well as Mount Pleasant South Street at Bluff Road. The remainder of the project from Depot Drive through Railroad Road to SR 135 will be constructed in Part 2. Each construction phase will be broken into multiple MOT phases (Attachment E).

Traffic will be maintained in six phases, with Phases 1-3 occurring during Part 1 of construction and Phases 4-6 occurring during Part 2 of construction. Phase 1 will require a full closure with a detour of County Line Road between Morris Road and Rocky Ridge Road. Pleasant Run Creek Bridge will be constructed, temporary pavement will be installed, and a new alignment extension of Mount Pleasant Street South Street will occur during Phase I. Phase 2 will maintain two-way traffic while the eastbound lanes of County Line Road are constructed between Rocky Ridge Road and Rock Island Court. Portions of Phase 2 traffic maintenance will require temporary signals due to available pavement for vehicles. Phase 3 will maintain two-way traffic while the westbound lanes are constructed between Rocky Ridge Road and Rock Island Court.

For Part 2 of construction, Phase 4 will maintain two-way traffic while eastbound lanes of County Line Road are constructed between Rock Island Court and Illinois Street, and the eastbound lanes of Buffalo Creek Bridge are constructed. Temporary pavement for maintenance of traffic will be required in portions of this corridor. Phase 5 will maintain two-way traffic while the westbound lanes are constructed between Rock Island Court and Illinois Street. The westbound lanes of the Buffalo Creek Bridge will be constructed, and Railroad Road and Peterman Road will be reconstructed as necessary. A detour route will be required during this reconstruction. During Phase 6, incidental tie-in work will occur at the east limit of the project.

Access to all properties is anticipated to be maintained at all times.

Coordination Completed

Early Coordination was sent to various agencies on January 8, 2021, and November 22, 2021 (Attachment F).

Based on a desktop review completed by HNTB on May 4, 2023, the IDNR Marion and Johnson County Endangered, Threatened and Rare (ETR) Species Lists have been checked. The Indiana bat was noted as a federal endangered species in both counties.

Indiana Department of Natural Resources (IDNR) responded on February 5, 2021, and December 22, 2021. According to the IDNR-DFW early coordination response letter dated December 22, 2021, the Natural Heritage Program's Database has been checked and found the federally threatened and state endangered NLEB (*Myotis septentrionalis*) and state endangered little brown bat (*Myotis lucifugus*) have been documented within 0.5 mile of the project area.

An INDOT 0.5-mile bat review occurred on April 28, 2023. A review of the USFWS GIS database for Indiana bat and NLEB roosting, hibernacula and capture sites was conducted and identified one adult male NLEB capture site directly adjacent to the project area. Also, the project is within the 5-mile buffer of Indiana bat maternity colony and 2.5-mile buffer for Indiana bat roosts.

Project information was submitted through the USFWS's IPaC portal, and an official species list was generated. The project is within range of the federally endangered Indiana bat (*Myotis sodalis*) and NLEB (*Myotis septentrionalis*). The tricolored bat (*Perimyotis subflavus*) is listed as "Proposed Endangered," the whooping crane (*Grus americana*) is listed as "Experimental Population, Non-Essential," and the monarch butterfly (*Danaus plexippus*) is listed as "Candidate." No additional federally endangered or threatened species were generated in the IPaC species list other than the Indiana bat and NLEB.

The project review was initiated utilizing 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. Bridge inspections occurred on October 26, 2021, and found no evidence of bats using the structures. An effect determination key was completed on May 4, 2023, and the result was that the project is outside of the scope of the programmatic consultation for the determination key. As such, documentation for standard informal consultation has been prepared (this document).

Existing Habitat and Bat Data

A review of the USFWS GIS database for Indiana bat and NLEB roosting, hibernacula and capture sites was conducted on April 28, 2023, and identified one NLEB documented capture site directly adjacent to the project area. The project is also within a five-mile maternity buffer for the Indiana Bat. Land use in the vicinity of the project is primarily residential with some commercial entities on both ends of the project area and one area of agricultural land. There are numerous trees within the project area, most of which are located within two riparian corridors. A tree survey was conducted during the fall of 2022 by HNTB to identify individual trees, condition, and diameter for use in determination of tree mitigation for flora and fauna permits. Approximately 1,200 trees were identified many of which were ornamental or planted species. Naturalized forested areas were present along Pleasant Run and Buffalo Creek. Dominant tree species in these areas included American elm, American hackberry, American sycamore, silver maple, and green ash. Bush honeysuckle is also dominant as a shrub species in these areas.

The two bridges to be replaced as part of this project, Structure No. 49-4503F carrying County Line Road over Pleasant Run Creek and Structure No. 49-4510F carrying County Line Road over Buffalo Creek, were inspected for the presence of bats on July 11, 2018, July 13, 2020, and October 26, 2021. No signs of bats were observed.

Assessment of Potential Suitable Summer Habitat

There is suitable summer habitat for the Indiana bat and NLEB located within the project area predominately along the Pleasant Run Creek and Buffalo Creek corridors. Wooded areas consist of forested riparian corridors, small woodlots, and bunched trees within residential yards along the project corridor. Dominant species include American elm, various planted pine and spruce species, silver maple, American sycamore, American hackberry, sugar maple, black locust, and red or white mulberry.

Water Resources and Wetlands

A Waters of the US Report was prepared for the proposed project area and identified two likely jurisdictional streams (Pleasant Run Creek and Buffalo Creek), four ephemeral streams, and one wetland (Wetland A). Information obtained during the field investigation is provided in the Attachments.

Impacts

Tree Clearing - For the purposes of this coordination, it is assumed that approximately 13.5 acres of trees within the existing and proposed right-of-way will be cleared (Attachment B). Of that total, approximately 2.8 acres will occur 100-300 feet from existing road surfaces, and 0.2 acre will occur beyond 300 feet from existing road surfaces. Dominant species include American elm, various planted pine and spruce species, silver maple, American sycamore, American hackberry, sugar maple, black locust, and red or white mulberry and are located within the riparian corridors of Pleasant Run Creek and Buffalo Creek and along County Line Road right-of-way. The proposed tree clearing is shown on the attached maps. Tree clearing will occur outside of the active season (March 31 to October 15) when bats are not likely to be present. Construction is anticipated to begin from December 2023 to March 31, 2024.

Lighting - Temporary lighting during construction is anticipated, and new permanent lighting will be installed as part of the project.

Percussives - Percussives associated with construction are expected to raise noise levels above background levels. Noise modeling has been completed which indicates noise levels in the future condition will increase due to an increase in traffic volumes.

Structure Demolition - The project will require nine relocations. Multiple structures, including houses, garages, etc., will be demolished after the properties to be relocated have been acquired. Inspections for bats or evidence of bats will occur prior to demolition.

Bridge Replacement – Two bridges will be replaced as part of this project. The bridges will be inspected for bats or evidence of bats if construction begins after October 26, 2023 (two years after the most recent inspection).

Commitments

The following commitments are proposed as Avoidance and Minimization Measures (AMMs) to reduce potential impacts to the Indiana Bat and NLEB.

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

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

Lighting AMM 2: Use downward-facing, full cut-off lens lights, and direct lighting away from suitable habitat when installing new or replacing existing permanent lights.

Tree Removal AMM 1: Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to the extent practicable to avoid tree removal in excess of what is required to implement the project safely.

Tree Removal AMM 2: Apply time of year (March 31 to October 15) restrictions for tree removal when bats are not likely to be present, or Limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/rail surface and outside of documented roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed.

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

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

Once the relocation process is in progress, all buildings/structures to be demolished will be inspected for bats or evidence of bats, by a qualified individual, prior to demolition. If bats, or evidence of bats, are found, coordination will occur with INDOT ESD and USFWS before demolition begins. If further coordination is needed, no demolition can occur until coordination is concluded with INDOT ESD and USFWS.

USFWS Bridge/Structure Assessment shall take place no earlier than two (2) years prior to the start of construction. If construction will begin after October 26, 2023, 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.

Conclusion

In consultation with USFWS, it has been determined that the Proposed Action is does not qualify for the Rangewide Programmatic Agreement and the IPaC determination key cannot be completed. Based on the review of existing data, assessment of likely suitable summer habitat, tree clearing quantities/mapping, and applied AMMs, the FHWA has determined the proposed project has an effect finding of "May Affect, Not Likely to Adversely Affect" for the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (*Myotis septentrionalis*).

INDOT, on behalf of FHWA, is requesting USFWS concurrence with this project "May Affect, Not Likely to Adversely Affect" determination.

Please contact Susan Harrington at HNTB Indiana at sharrington@hntb.com or 317-917-5233 or Ron Bales at rbales@indot.in.gov if you have any questions or require additional information. We appreciate your attention to this project.

Sincerely,



Ron Bales
Greenfield District, Environmental Services, Indiana Department of Transportation

Attachments:

Attachment A: Project Location Map

Attachment B: Aerial Photograph/Tree Clearing
Attachment C: USGS Topographic Map
Attachment D: Project Photos
Attachment E: MOT Graphic and Project Plans
Attachment F: Agency Coordination
Attachment G: Waters Report

Attachments have been removed to avoid duplication.



United States Department of the Interior

Fish and Wildlife Service
Indiana Ecological Services Field Office
620 South Walker Street
Bloomington, Indiana 47403-2121
Phone: (812) 334-4261 Fax: (812) 334-4273



July 19, 2023

In reply refer to:
USFWS 2023-0073962

Mr. Ron Bales
Indiana Department of Transportation
Greenfield District
32 South Broadway
Greenfield, IN 46140
(sent via email)

Subject: County Line Road Added Travel Lanes, Johnson and Marion Counties, Indiana (Des. 2002553).

Dear Mr. Bales:

We prepared these comments under the authority of the Fish and Wildlife Coordination Act (16 U.S.C. 661 et. seq.) and to be consistent with the intent of the National Environmental Policy Act of 1969, the Endangered Species Act of 1973 as amended (16 U.S.C. 1531 et seq. [ESA]) and the U.S. Fish and Wildlife Service's (Service) Mitigation Policy.

PROPOSED ACTION

The proposed project is located on the southside of Indianapolis, Indiana along the Marion-Johnson County line. The project begins 0.30 mile west of Morgantown Road and extends east to SR 135/Meridian Street. Adjacent land use is primarily suburban, commercial, and a limited amount of agricultural land and forest patches. Riparian habitat is present at the Pleasant Creek and Buffalo Creek crossings.

The Indiana Department of Transportation (INDOT), acting on behalf of Federal Highway Administration (FHWA), proposes to expand County Line Road, a two-lane suburban arterial road, to a five-lane road (two 11-foot lanes in each direction and a 13-foot two-way left turn lane) with a 10-foot multipurpose trail on the north side and a 6-foot sidewalk on the south side of the roadway separated from the roadway by 6-foot grass buffers. Two bridges will also be replaced. Structure No. 49-4503F carries County Line Road over Pleasant Run Creek and Structure No. 49-4510F carries County Line Road over Buffalo Creek. Drainage improvements will include construction of new enclosed storm sewers on the east side of Railroad Road/CR 400W and the west side of the railroad tracks out-letting to a drainage ditch flowing to Buffalo Creek. A new detention basin will be constructed on the south side

of County Line Road approximately 0.25 mile east of Morgantown Road and a stormwater outfall will be constructed at Pleasant Run Creek, approximately 525 feet south of County Line Road. The eastern intersection of Morris Road with County Line Road will be closed and as a result, a new local road will be constructed. This roadway will be approximately 400 feet in length and 20-24 feet wide and will connect the Mount Pleasant neighborhood to Bluff Road. Temporary lighting during construction is anticipated and new permanent lighting will be installed.

The project will be constructed in two phases and require nine structure relocations. Construction is planned to begin in Winter 2024. Due to tree removal beyond 300 feet from the edge of pavement, the FHWA's rangewide programmatic consultation for the Indiana bat (*Myotis sodalis*) and northern long-eared bat (*Myotis septentrionalis*; NLEB) does not apply.

INDOT proposed the following commitments as Avoidance and Minimization Measures (AMMs) to reduce potential impacts to listed bat species:

General AMM 1: Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA, Federal Rail Administration, and Federal Transit Administration's environmental commitments, including all applicable AMMs.

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

Lighting AMM 2: Use downward-facing, full cut-off lens lights, and direct lighting away from suitable habitat if installing new or replacing existing permanent lights.

Tree Removal AMM 1: Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to the extent practicable to avoid tree removal in excess of what is required to implement the project safely.

Tree Removal AMM 2: Apply time of year restrictions for tree removal when bats are not likely to be present (clear trees October 1-March 31), or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/rail surface and outside of documented roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed.

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

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

Structure AMM: Inspect all buildings/structures will for bats or evidence of bats, using a qualified individual, prior to demolition. If bats, or evidence of bats, are found, coordination will occur with INDOT ESD and USFWS before demolition begins. If further coordination is needed, no demolition can occur until coordination is concluded with INDOT and the Service.

Bridge AMM: Assess bridges for signs of bat use. Bridge assessments for bats are valid for two years. Therefore, additional structure assessments will occur if bridge construction begins later than October 26, 2023 (two years from last bat assessment). If signs of bats or birds are documented, the INDOT District Environmental Manager and the Service will be contacted immediately. Structure No. 49-4503F carrying County Line Road over Pleasant Run Creek and Structure No. 49-4510F carrying County Line Road over Buffalo Creek, were inspected for the presence of bats on July 11, 2018, July 13, 2020, and October 26, 2021. No signs of bats were observed.

THREATENED AND ENDANGERED SPECIES

As noted in your coordination letter, the proposed project is within the range of the federally endangered Indiana bat and NLEB; there are records of both species in Marion and Johnson Counties. Suitable summer roosting and foraging habitat for these species is present along the project corridor.

The Service listed the NLEB as threatened under the ESA in April 2015. On March 31, 2023, we reclassified the NLEB as endangered, primarily because of severe declines due to White Nose Syndrome (WNS). No critical habitat has been proposed.

NLEBs occur state-wide in Indiana. During the summer, NLEBs typically roost singly or in colonies in cavities, underneath bark, crevices, or hollows of both live and dead trees and/or snags (typically ≥ 3 inches depth at breast height). Males and non-reproductive females may also roost in cooler places, like caves and mines. NLEBs are opportunistic in selecting roosts, using tree species based on presence of cavities or crevices or presence of peeling bark. They have also been occasionally found roosting in structures like barns and sheds (particularly when suitable tree roosts are unavailable). NLEBs forage for insects in upland and lowland woodlots and tree lined corridors. During the winter they predominately hibernate in caves and abandoned mine portals.

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

OTHER SPECIES OF CONCERN

Tricolored Bat

On September 14, 2022, the Service published a proposal in the Federal Register to list the tricolored bat (*Perimyotis subflavus*; TCB) as endangered under the ESA. The Service has up to 12

months from the date the proposal was published to make a final determination, either to list the tricolored bat under the ESA or to withdraw the proposal. The Service determined the bat faces extinction primarily due to the range-wide impacts of WNS. Because TCB populations have been greatly reduced due to WNS, surviving bat populations are now more vulnerable to other stressors such as human disturbance and habitat loss. Species proposed for listing are not afforded protection under the ESA; however, as soon as a listing becomes effective (typically 30 days after publication of the final rule in the Federal Register), the prohibitions against jeopardizing its continued existence and “take” will apply. Therefore, if this project or other future or existing projects have the potential to adversely affect the TCB after the potential new listing goes into effect, we recommend that the effects of the project on TCBs and their habitat be analyzed to determine whether authorization under ESA section 7 or 10 is necessary. Projects or programs with an existing section 7 biological opinion may require reinitiation of consultation, and projects with an existing section 10 incidental take permit may require an amendment to provide uninterrupted authorization for covered activities.

The TCB is a small insectivorous bat that typically overwinters in caves, abandoned mines and tunnels, and road-associated culverts (southern portion of the range) and spends the rest of the year in forested habitats, typically roosting among live and dead leaf clusters in tree branches. For more information on TCB and the proposed rule, please see: <https://www.fws.gov/species/tricolored-bat-perimyotis-subflavus> and for more information on WNS, please see: <https://www.whitenosesyndrome.org/>.

PROJECT IMPACTS/EFFECTS

Forest

Tree-clearing up to 13.5 acres is anticipated, most of which is within 100 feet of the existing County Line Road. Approximately 2.8 acres will be cleared between 100-300 feet from edge of pavement and 0.2 acres cleared beyond 300 feet, along the edge of an agriculture field. Clearing will occur during the inactive season for bats (October 1 – March 31).

Streams and Wetlands

The project area includes one wetland, two perennial streams, and four ephemeral streams. Waterway impacts will be permitted and mitigated through the application of Section 401 Water Quality Permit (WQC), a Section 404 Regional General Permit, and a Construction in a Floodway Permit through in the Indiana Department of Environmental Management, United States Army Corps of Engineers, and IDNR respectively.

Lighting and Noise

Temporary lighting, as well as new permanent lighting will be installed. Lighting AMMs will reduce wildlife impacts. Construction noise and a long-term increase in noise due to traffic volume increase is expected. Construction activities will be short term and limited in scope. No known roosting records are in the vicinity of the project and no impacts are anticipated from noise or light-related stressors.

Bridge Work and Structure Demolition

Demolition of nine structures will occur once the right of way is purchased. Prior to demolition, all structures will be visually assessed for the presence of bats. Bridges will also be inspected prior to work being performed on them. To date, bridge assessments have not indicated bat use. Project AMMs will limit impacts to bats from structure demolition and bridge construction activities.

CONCLUSION

INDOT, acting on behalf of FHWA, has determined the project is not likely to adversely affect the Indiana bat and NLEB. Based on the information we have reviewed, including the proposed avoidance and minimization measures such as seasonal tree-clearing activities, bridge and structure assessments, and lighting measures, we concur with these determinations.

This precludes the need for further consultation on this project as required under Section 7 of the ESA. If, however, new information on endangered species or the extent of impacts at the site becomes available, or if project plans are changed significantly, please contact our office for further consultation.

ADDITIONAL RECOMMENDATIONS

We recommend the following additional measures be included in the final project plans (where applicable) to minimize adverse impacts on fish and wildlife resources:

1. Revegetate all disturbed soil areas immediately upon project completion, using native trees and shrubs in the riparian zone wherever feasible. We recommend reforestation occur along all impacted riparian areas, extending at least 50 feet (preferably 100) perpendicular from the streambank.
2. Do not clear trees or understory vegetation outside the construction zone boundaries. **(This restriction is not related to the “tree-clearing” restriction for potential Indiana Bat habitat.)**
3. Minimize the extent of artificial bank stabilization and use bioengineering methods wherever feasible.
4. If riprap is utilized for bank stabilization, extend it below low-water elevation to provide aquatic habitat (if applicable).
5. Use best methods to contain soil and sediment runoff during construction. Use silt curtains or other devices at the downstream end of the project to contain bottom sediment in the newly excavated channel and to prevent it from adding to the downstream sediment load. Maintain such devices by removal of accumulated sediment.
6. Restrict below low-water work in streams to placement of culverts, piers, pilings and/or footings, shaping of the spill slopes around the bridge abutments, and placement of riprap.

7. Culverts should span the active stream channel, should be either embedded or a 3-sided or open- arch culvert, and be installed where practicable on an essentially flat slope. When an open- bottomed culvert or arch is used in a stream, which has a good natural bottom substrate, such as gravel, cobbles and boulders, the existing substrate should be left undisturbed beneath the culvert to provide natural habitat for the aquatic community.
8. Evaluate wildlife crossings under bridge/culverts projects in appropriate situations. Suitable crossings include flat areas below bridge abutments with suitable ground cover, high water shelves in culverts, amphibian tunnels and diversion fencing.

We appreciate the opportunity to comment at this stage of project planning. If you have any questions about our recommendations, please contact Robin McWilliams Munson at Robin_Mcwilliams@fws.gov.

Sincerely,

ROBIN
MCWILLIAMS-
MUNSON

Digitally signed by ROBIN
MCWILLIAMS-MUNSON
Date: 2023.07.19 11:46:07
-04'00'

For Susan E. Cooper
Field Supervisor

Cc (via email):

Sandy Bowman, INDOT, Indianapolis, IN
Kari Carmany-George, FHWA, Indianapolis, IN
Susan Harrington, HNTB, Indianapolis, IN



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Indiana Ecological Services Field Office
620 South Walker Street
Bloomington, IN 47403-2121
Phone: (812) 334-4261 Fax: (812) 334-4273



In Reply Refer To:

June 20, 2023

Project Code: 2023-0073962

Project Name: County Line Road, Added Travel Lanes (Des. No. 2002553)

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

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

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

determine if your project will have an adverse effect on listed species and will help lead you through the Section 7 process. For all **wind energy projects** and **projects that include installing towers that use guy wires or are over 200 feet in height**, please contact this field office directly for assistance, even if no federally listed plants, animals or critical habitat are present within your proposed project or may be affected by your proposed project.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2) (c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts see <https://www.fws.gov/birds/policies-and-regulations.php>.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures see <https://www.fws.gov/birds/bird-enthusiasts/threats-to-birds.php>.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of

Executive Order 13186, please visit <https://www.fws.gov/birds/policies-and-regulations/executive-orders/e0-13186.php>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. **Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.**

Attachment(s):

- Official Species List
- Migratory Birds
- Wetlands

OFFICIAL SPECIES LIST

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

This species list is provided by:

Indiana Ecological Services Field Office

620 South Walker Street

Bloomington, IN 47403-2121

(812) 334-4261

PROJECT SUMMARY

Project Code: 2023-0073962
Project Name: County Line Road, Added Travel Lanes (Des. No. 2002553)
Project Type: Road/Hwy - New Construction
Project Description: The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) intend to proceed with a project involving the widening of County Line Road from the east end of the SR 37/I-69 Interchange east to SR 135 in Marion and Johnson Counties. More specifically, the project is located in Sections 21, 22, 23, 26, 27, and 28, Township 14 North, Range 3 East in White River Township. Proposed work along County Line Road includes the expansion of the 2-lane suburban arterial road to a 5-lane road (two 11' lanes in each direction and a 13' two-way left turn lane) with a 10' multipurpose trail, 6' grass buffers on either side and a 6' sidewalk. Two bridges will also be replaced. Structure No. 49-4503F carries County Line Road over Pleasant Run Creek and Structure No. 49-4510F carries County Line Road over Buffalo Creek. The proposed bridge structures will accommodate the proposed roadway with the only modification to the typical section being that the grass buffers will be 2'-0" per side within the bridge structure limits. The existing structures were inspected for the presence of bats on July 11, 2018, July 13, 2020, and October 26, 2021, and no signs of bats were observed.

In order to adequately address drainage, the project will extend north along Railroad Road approximately 500 feet and south along Peterman Road/CR 400W approximately 750 feet. Drainage improvements will include construction of new enclosed storm sewers on the east side of Railroad Road/CR 400W and the west side of the railroad tracks outletting to a drainage ditches flowing to Buffalo Creek. Additionally, drainage and sight distance concerns will require improvement to extend north from County Line Road approximately 200 feet along Chessie Drive.

The eastern intersection of Morris Road with County Line Road and the intersection of Mount Pleasant East Street with County Line Road will be converted to cul-de-sacs, with no access to County Line Road. These changes are necessary due to the correction of the steep incline of County Line Road near Morgantown Road. Due to the permanent closure of the County Line Road/Mount Pleasant East Street intersection, a new local road will be constructed to provide access to the Mount Pleasant community. This roadway will be approximately 400 feet in length and 20-24 feet wide and will connect the Mount Pleasant neighborhood to Bluff Road.

Multiple large trees suitable for roosting by both the Indiana bat and the Northern Long-eared bat are present along County Line Road. Approximately 13.5 acres of tree clearing will be required. Of that total, approximately 2.8 acres of tree clearing will occur 100-300 feet from edge of pavement will be required. Tree clearing beyond 300 feet from the edge of pavement is expected to total 0.2 acre. The City plans to participate in the In-Lieu Fee mitigation program for tree clearing impacts.

A query of the USFWS Bat Database by INDOT Greenfield District staff conducted on April 28, 2023, did identify documented Indiana bat or Northern Long-eared bat sites within 0.5 mile of the project area. An adult male NLEB was captured approximately 0.02 mile south of the project area.

Demolition of structures, including homes, garages, etc. will be required. Inspection of those structures for the presence of bats will take place prior to construction. The project involves permanent and temporary lighting. Construction is anticipated to take place during the winter of 2023 and spring of 2024.

Project Location:

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@39.6340199,-86.19835696888946,14z>



Counties: Johnson and Marion counties, Indiana

ENDANGERED SPECIES ACT SPECIES

There is a total of 5 threatened, endangered, or candidate species on this species list.

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

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

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

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

MAMMALS

NAME	STATUS
Indiana Bat <i>Myotis sodalis</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5949	Endangered
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Endangered
Tricolored Bat <i>Perimyotis subflavus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/10515	Proposed Endangered

BIRDS

NAME	STATUS
Whooping Crane <i>Grus americana</i> Population: U.S.A. (AL, AR, CO, FL, GA, ID, IL, IN, IA, KY, LA, MI, MN, MS, MO, NC, NM, OH, SC, TN, UT, VA, WI, WV, western half of WY) No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/758	Experimental Population, Non- Essential

INSECTS

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

CRITICAL HABITATS

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

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

MIGRATORY BIRDS

Certain birds are protected under the Migratory Bird Treaty Act¹ and the Bald and Golden Eagle Protection Act².

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described [below](#).

-
1. The [Migratory Birds Treaty Act](#) of 1918.
 2. The [Bald and Golden Eagle Protection Act](#) of 1940.
 3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

The birds listed below are birds of particular concern either because they occur on the [USFWS Birds of Conservation Concern \(BCC\)](#) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ [below](#). This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the [E-bird data mapping tool](#) (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found [below](#).

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds Oct 15 to Aug 31
Black-billed Cuckoo <i>Coccyzus erythrophthalmus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9399	Breeds May 15 to Oct 10

NAME	BREEDING SEASON
Bobolink <i>Dolichonyx oryzivorus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 20 to Jul 31
Cerulean Warbler <i>Dendroica cerulea</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/2974	Breeds Apr 21 to Jul 20
Chimney Swift <i>Chaetura pelagica</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Mar 15 to Aug 25
Eastern Whip-poor-will <i>Antrostomus vociferus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 1 to Aug 20
Henslow's Sparrow <i>Ammodramus henslowii</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3941	Breeds May 1 to Aug 31
Kentucky Warbler <i>Oporornis formosus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Apr 20 to Aug 20
Lesser Yellowlegs <i>Tringa flavipes</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9679	Breeds elsewhere
Prothonotary Warbler <i>Protonotaria citrea</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Apr 1 to Jul 31
Red-headed Woodpecker <i>Melanerpes erythrocephalus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 10 to Sep 10
Rusty Blackbird <i>Euphagus carolinus</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds elsewhere
Short-billed Dowitcher <i>Limnodromus griseus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9480	Breeds elsewhere
Wood Thrush <i>Hylocichla mustelina</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 10 to Aug 31

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is $0.25/0.25 = 1$; at week 20 it is $0.05/0.25 = 0.2$.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

Breeding Season (■)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)

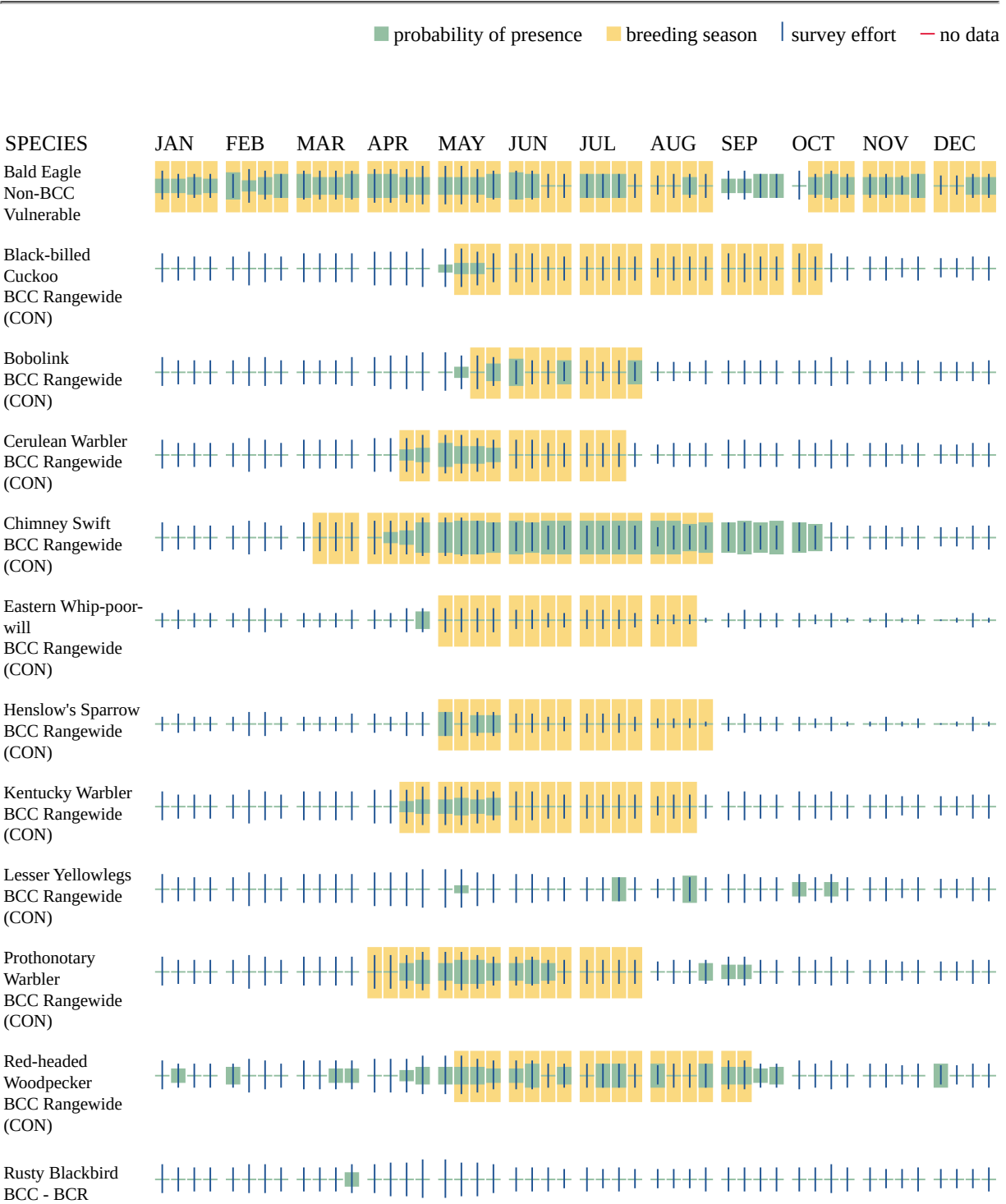
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

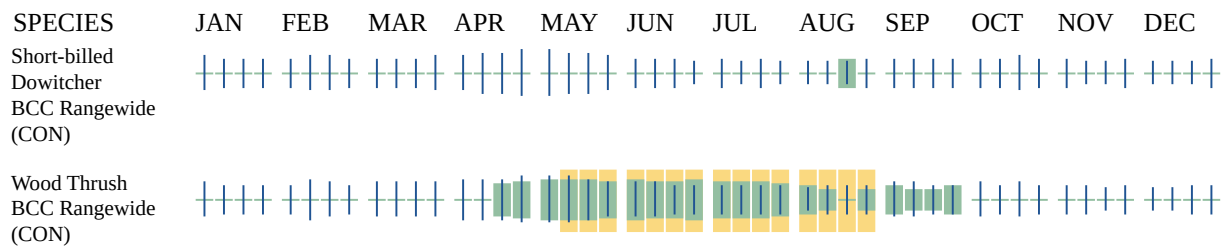
No Data (—)

A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.





Additional information can be found using the following links:

- Birds of Conservation Concern <https://www.fws.gov/program/migratory-birds/species>
- Measures for avoiding and minimizing impacts to birds <https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds>
- Nationwide conservation measures for birds <https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf>

MIGRATORY BIRDS FAQ

Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

[Nationwide Conservation Measures](#) describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. [Additional measures](#) or [permits](#) may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the list of migratory birds that potentially occur in my specified location?

The Migratory Bird Resource List is comprised of USFWS [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the [Rapid Avian Information Locator \(RAIL\) Tool](#).

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the [Avian Knowledge Network \(AKN\)](#). This data is derived from a growing collection of [survey, banding, and citizen science datasets](#).

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering or migrating in my area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may query your location using the [RAIL Tool](#) and look at the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are [Birds of Conservation Concern](#) (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the [Eagle Act](#) requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the [Diving Bird Study](#) and the [nanotag studies](#) or contact [Caleb Spiegel](#) or [Pam Loring](#).

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to [obtain a permit](#) to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

WETLANDS

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

RIVERINE

- [R2UBH](#)

FRESHWATER POND

- [PUBGx](#)

IPAC USER CONTACT INFORMATION

Agency: HNTB

Name: Susan Harrington

Address: 111 Monument Circle

City: Indianapolis

State: IN

Zip: 46204

Email: sharrington@hntb.com

Phone: 3179175233

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Department of Transportation

INDOT Bridge/Small Structure Bat Inspection Data Sheet (Rev 4/29/2016)

General Information		
Date of Inspection: 10/26/2021	Initial Inspection <input type="checkbox"/>	Temp: 50
Time of Inspection: 1 pm	Follow-up Inspection <input checked="" type="checkbox"/>	Wind: none
County: Marion/Johnson	Construction <input type="checkbox"/>	Precip: None
Inspected by: Christine Meador and Sharon Anton		Sunrise: 8:06 Sunset: 6:46
GPS Northing: 4387565.73 m N	Contract Number:	Anticipated Start Date for
Easting: 571313.53 m E	Des. 2002553, DPW ST-45-067	Construction:
UTM Zone: 16		Winter 2022

Bridge or Culvert	Bridge or Culvert
Stream or Road Crossed: Buffalo Creek	Station:
Bridge/Culvert number: 49-4510F	Number of Spans: 003
Type of Structure: <input type="checkbox"/> Concrete box beam <input type="checkbox"/> Steel beam <input type="checkbox"/> Concrete I-beam <input type="checkbox"/> Steel girder <input type="checkbox"/> Concrete bulb tee beam <input type="checkbox"/> Steel pony truss <input type="checkbox"/> Concrete arch <input type="checkbox"/> Welded steel thru girder <input type="checkbox"/> Concrete girder <input type="checkbox"/> Concrete box culvert <input checked="" type="checkbox"/> Concrete slab <input type="checkbox"/> Concrete pipe <input type="checkbox"/> Multi-plate arch <input type="checkbox"/> Corrugated steel pipe <input type="checkbox"/> Other (list):	Material: <input checked="" type="checkbox"/> Concrete <input type="checkbox"/> Steel <input type="checkbox"/> Other (describe): Shape: <input type="checkbox"/> Box Culvert <input type="checkbox"/> Pipe <input type="checkbox"/> Arch <input checked="" type="checkbox"/> Slab <input type="checkbox"/> Other (describe)
Searched entire structure? If not, why not? YES	Location of bats or signs of use (w/drawing and photos):
Bats Present? <input type="checkbox"/> Seen? <input type="checkbox"/> Heard? No bats present	N/A
In Clusters? Number of clusters: N/A	
Number of bats in largest cluster: N/A	
Approximate total number of bats found: N/A	
Signs of previous bat use? <input type="checkbox"/> Guano <input type="checkbox"/> Staining No signs of bat use	

If Bats Present
Date and Time Project Supervisor was notified:
Name of Project Supervisor notified:

INDOT Bridge/Small Structure Bat Inspection Data Sheet (Rev 4/29/2016)

General Information		
Date of Inspection: 10/26/2021	Initial Inspection <input type="checkbox"/>	Temp: 50
Time of Inspection: 1 pm	Follow-up Inspection <input checked="" type="checkbox"/>	Wind: none
County: Marion/Johnson	Construction <input type="checkbox"/>	Precip: None
Inspected by: Christine Meador and Sharon Anton		Sunrise: 8:06 Sunset: 6:46
GPS Northing: 4387492.35 m N	Contract Number:	Anticipated Start Date for
Easting: 569144.04 m E	Des. 2002553, DPW ST-45-067	Construction:
UTM Zone: 16		Winter 2022

Bridge or Culvert	Bridge or Culvert
Stream or Road Crossed: Pleasant Run	Station:
Bridge/Culvert number: 49-4503F	Number of Spans: 003
Type of Structure: <input checked="" type="checkbox"/> Concrete box beam <input type="checkbox"/> Steel beam <input type="checkbox"/> Concrete I-beam <input type="checkbox"/> Steel girder <input type="checkbox"/> Concrete bulb tee beam <input type="checkbox"/> Steel pony truss <input type="checkbox"/> Concrete arch <input type="checkbox"/> Welded steel thru girder <input type="checkbox"/> Concrete girder <input type="checkbox"/> Concrete box culvert <input type="checkbox"/> Concrete slab <input type="checkbox"/> Concrete pipe <input type="checkbox"/> Multi-plate arch <input type="checkbox"/> Corrugated steel pipe <input type="checkbox"/> Other (list):	Material: <input checked="" type="checkbox"/> Concrete <input type="checkbox"/> Steel <input type="checkbox"/> Other (describe): Shape: <input type="checkbox"/> Box Culvert <input type="checkbox"/> Pipe <input type="checkbox"/> Arch <input checked="" type="checkbox"/> Slab <input type="checkbox"/> Other (describe)
Searched entire structure? If not, why not? YES	Location of bats or signs of use (w/drawing and photos):
Bats Present? <input type="checkbox"/> Seen? <input type="checkbox"/> Heard? No bats present	N/A
In Clusters? Number of clusters: N/A	
Number of bats in largest cluster: N/A	
Approximate total number of bats found: N/A	
Signs of previous bat use? <input type="checkbox"/> Guano <input type="checkbox"/> Staining No signs of bat use	

If Bats Present
Date and Time Project Supervisor was notified:
Name of Project Supervisor notified: