FHWA-Indiana Environmental Document

CATEGORICAL EXCLUSION / ENVIRONMENTAL ASSESSMENT FORM

GENERAL PROJECT INFORMATION

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

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

Approval

	Drew Passmore January 6, 2023
INDOT DE Signature and Date	INDOT ESD Signature and Date
Erica Tait Digitally signed by Erica Tait Date: 2023.01.17 12:24:06 -05'00'	
FHWA Signature and Date	

Release for Public Involvement

	ATR 8/31/2022
INDOT DE Initials and Date	INDOT ESD Initials and Date

Certification of Public Involvement

Gregory F Carlesta 10/5/22

INDOT Consultant Services Signature and Date

INDOT DE/ESD Reviewer Signature and Date: Terri Fair 11/1/2022

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

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

Part I – Public Involvement

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

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

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

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

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

Project Does Meet

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

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

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

Public Controversy on Environmental Grounds

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

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

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

Sponsor of the Project: INDOT INDOT District: Seymour

Local Name of the Facility: Interstate 65

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

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

PURPOSE AND NEED:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Segment	ICF	ICC
Southern	2.70	3.30
Northern	1.37	6.02

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

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

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Clark and Scott Municipality: N/A

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

OTHER ALTERNATIVES CONSIDERED:

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

The Do Nothing Alternative

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

Roadway Reconstruction Without Widening

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

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

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

ROADWAY CHARACTER:

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

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

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

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

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

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

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

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

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

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

BRIDGES AND/OR SMALL STRUCTURE(S):

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Lake Road Bridge over I-65 – Des 2001607

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

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

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

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

Small Structures

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

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

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

*Downstream impacts only

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

MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

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

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

I-65

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

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

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

Bridges

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

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

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

ESTIMATED PROJECT COST AND SCHEDULE:

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

Anticipated Start Date of Construction: Summer 2023

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

RIGHT OF WAY:

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

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

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

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

SECTION A - EARLY COORDINATION:

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

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

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

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

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

SECTION B – ECOLOGICAL RESOURCES:

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

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

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

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

Presence, with impacts

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

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

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

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

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

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

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

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

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

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

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

	Presence	Impacts Yes	Impacts No
Wetlands	X	X	

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

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

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

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

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

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

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

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

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

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

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

	Yes	NO
Terrestrial Habitat	X	X	

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

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

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

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

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

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

Protected Species

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

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

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

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

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

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

Presence, no impact

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

Indiana Bat and Northern Long-Eared Bat

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

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

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

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

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

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

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

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

SECTION C – OTHER RESOURCES

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

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

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

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

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

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

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

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

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

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

If applicable, indicate the Floodplain Level?

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

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

In floodplain

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

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

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

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

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

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

Presence, no impact

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

SECTION D – CULTURAL RESOURCES

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

Full 106 Effect Finding

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

Eligible and/or Listed Resources Present

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

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

		MOA Signature Dates (List all signatories)
Memorandum of Agreement (MOA)		

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

Minor Project PA Category B projects

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

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

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

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

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

Presence, no impact, no use

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

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

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

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

No presence or presence, no impact

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

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

SECTION F – Air Quality

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

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

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

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

Level of MSAT Analysis required?

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

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

STIP/TIP

Standalone Project or Lead DES number

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

Attainment Status

Nonattainment area/maintenance area, not exempt

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

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

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

MSAT

MSAT Level 1b Analysis

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

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

SECTION G - NOISE

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

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

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

Type I Project, with abatement

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

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

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

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

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

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

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

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

SECTION H – COMMUNITY IMPACTS

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

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

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

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

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

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

Public Facilities and Services

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

Presence, no impact

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

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

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

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

Early Coordination

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

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

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

No EJ analysis required

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

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

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

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

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

SECTION I – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

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

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

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

Presence, with potential impact

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Part IV – Permits and Commitments

PERMITS CHECKLIST

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

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

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

Permits

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

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

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

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

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

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

ENVIRONMENTAL COMMITMENTS

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

Firm:

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

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

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

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

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

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

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

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

9) Tree Removal AMM 2: Apply time of year restrictions, April1 through September 30, for tree removal when bats are not likely to be present, or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/rail surface and outside of documented roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed (USFWS, IDNR-DFW).

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

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

FOR FURTHER CONSIDERTION:

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

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

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

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

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

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

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Appendix A:

INDOT Supporting Documents

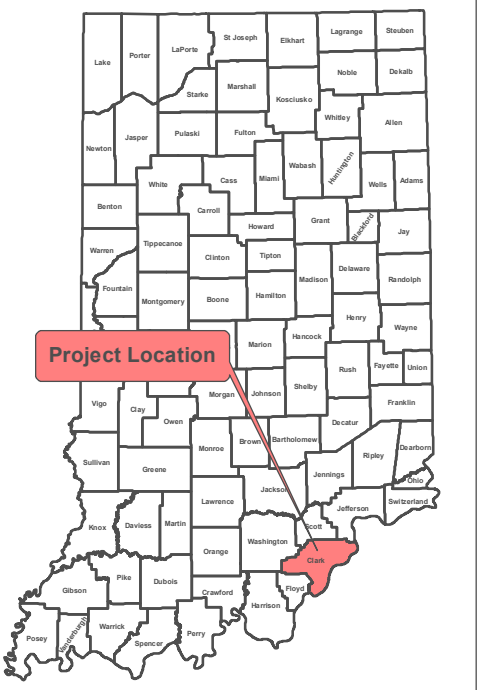
Categorical Exclusion Level Thresholds

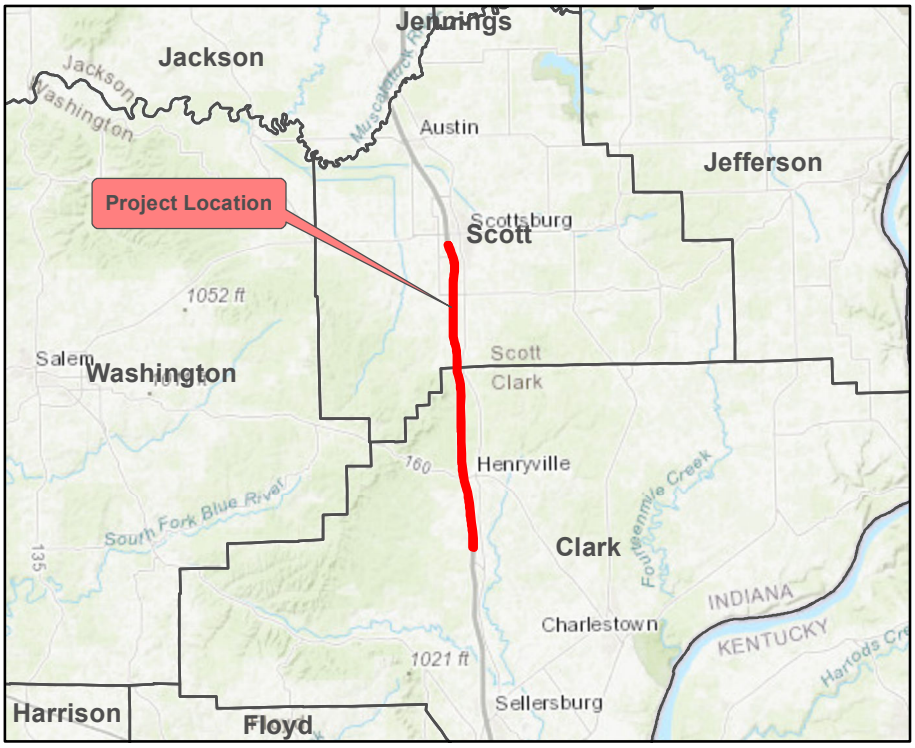
	PCE	Level 1	Level 2	Level 3	Level 4[1]
Section 106	Falls within guidelines of Minor Projects PA	"No Historic Properties Affected"	"No Adverse Effect"	-	"Adverse Effect" Or Historic Bridge involvement[2]
Stream Impacts[3]	No construction in waterways or water bodies	< 300 linear feet of stream impacts	≥ 300 linear feet of stream impacts	-	USACE Individual 404 Permit[4]
Wetland Impacts[3]	No adverse impacts to wetlands	< 0.1 acre	-	< 1.0 acre	≥ 1.0 acre
Right-of-way[5]	Property acquisition for preservation only or none	< 0.5 acre	≥ 0.5 acre	-	-
Relocations	None	-	-	< 5	≥ 5
Threatened/Endangered Species (Species Specific Programmatic for Indiana bat & northern long eared bat)*	"No Effect", "Not likely to Adversely Affect" (With select AMMs[6])	"Not likely to Adversely Affect" (With any AMMs or commitments)	-	"Likely to Adversely Affect"	Project does not fall under Species Specific Programmatic[7]
Threatened/Endangered Species (Any other species)*	Falls within guidelines of USFWS 2013 Interim Policy or "No Effect"	"Not likely to Adversely Affect"	-	-	"Likely to Adversely Affect"
Environmental Justice	No disproportionately high and adverse impacts	-	-	-	Potential[8]
Sole Source Aquifer	No Detailed Groundwater Assessment	-	-	-	Detailed Groundwater Assessment
Floodplain	No Substantial Impacts	-	-	-	Substantial Impacts
Section 4(f) Impacts	None	-	-	-	Any[9]
Section 6(f) Impacts	None	-	-	-	Any
Permanent Traffic Alteration	None	-	-	-	Any
Noise Analysis Required	No	-	-	-	Yes
Air Quality Analysis Required	No	-	-	-	Yes[10]
Approval Level • **District Env. (DE)** • **Env. Serv. Div. (ESD)** • **FHWA**	Concurrence by DE or ESD	DE or ESD	DE or ESD	DE and/or ESD	DE and/or ESD; and FHWA

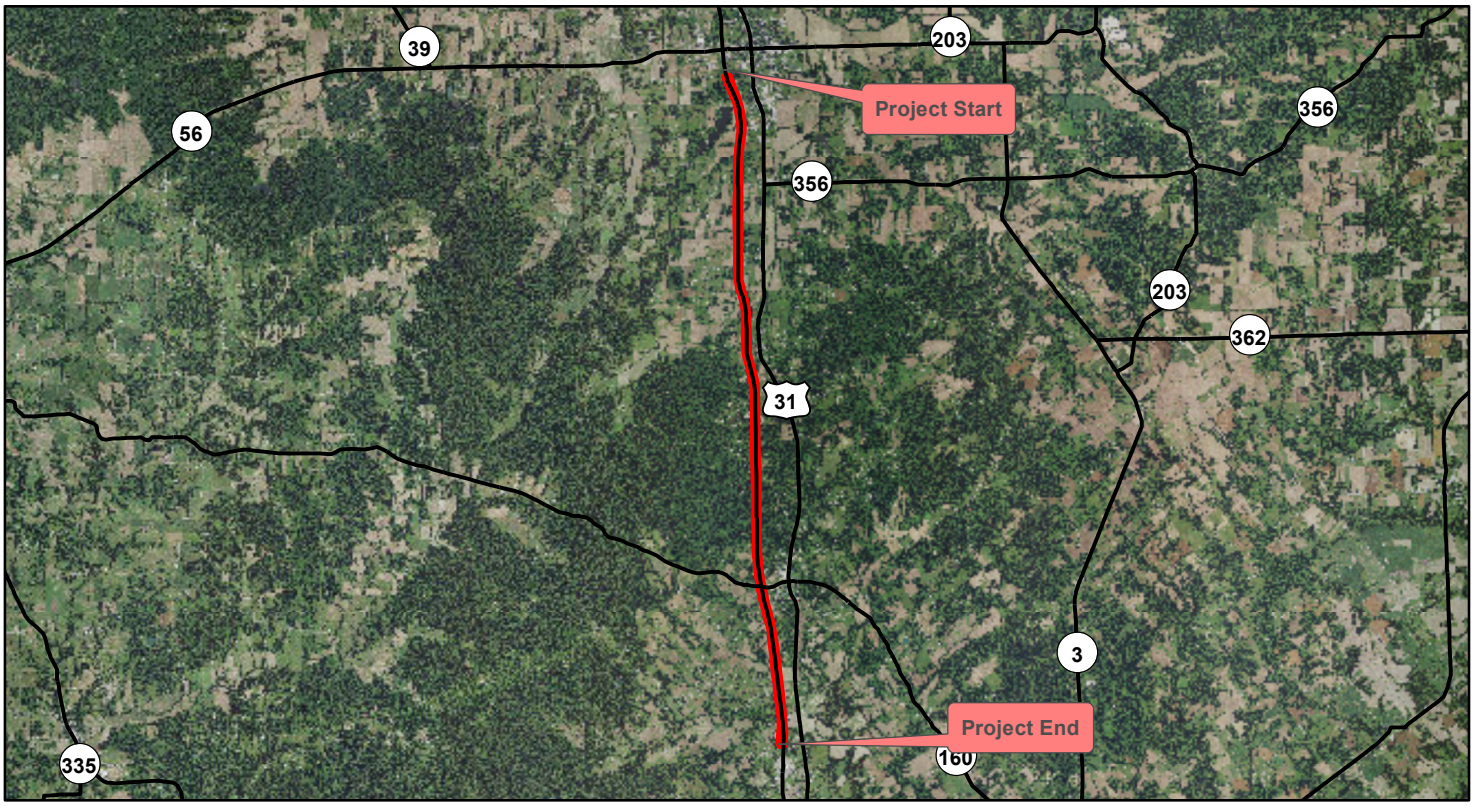
[1] Coordinate with INDOT Environmental Services Division. INDOT will then coordinate with the appropriate FHWA Environmental Specialist.
[2] Any involvement with a bridge processed under the Historic Bridge Programmatic Agreement.
[3] Total permanent impacts to streams (linear feet) and wetlands (acres).
[4] US Army Corps of Engineers Individual 404 Permit
[5] Total permanent and temporary right-of-way. This does not include reacquisition of existing apparent right-of-way.
[6] Avoidance and Mitigation Measures (AMMs) determined by the IPAC determination key to be required that are not tree AMMs, bridge AMMs, or structure AMMs.
[7] Projects that do not fall under a Species Specific Programmatic and results in a "Likely to Adversely Affect". Other findings can be processed as a lower level CE.
[8] Potential for causing a disproportionately high and adverse impact.
[9] Section 4(f) use resulting in an Individual, Programmatic, or *de minimis* evaluation. The only exception is a *de minimis* evaluation for historic properties (Effective January 2, 2020). If a historic property *de minimis* and no other use, mark the *None* column.
[10] Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.
* Includes the threatened/endangered species critical habitat
Note: Substantial public or agency controversy may require a higher-level NEPA document.

Appendix B:

Graphics







Source: Indiana MAP

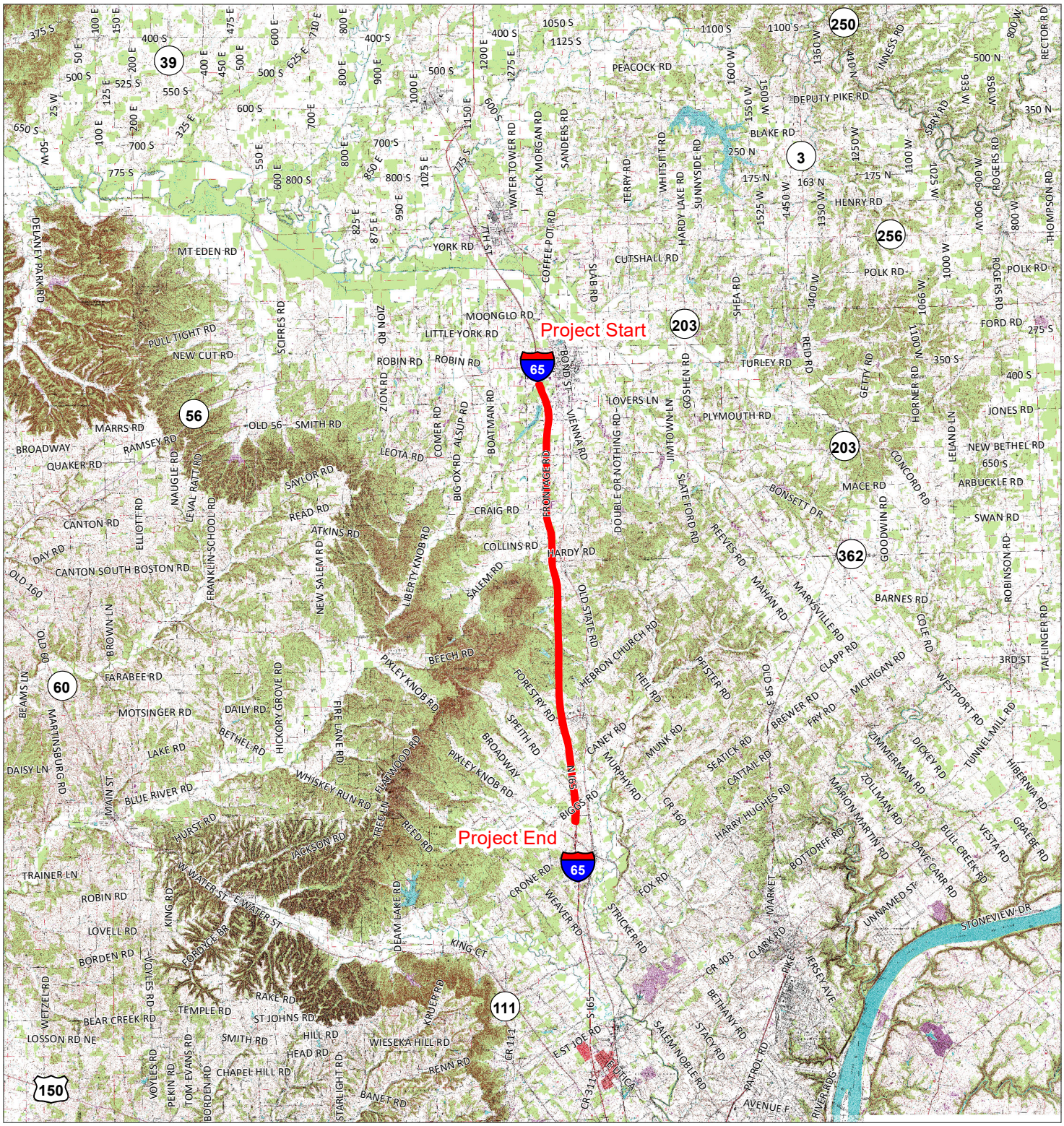
BLN
BEAM·LONGEST·NEFF

Project Location Map
Author: Brook Earl
Added Travel Lanes
I-65, From 0.5 Miles N of Blue Lick Creek and 1.5 Miles S of SR 56
Clark and Scott Counties, Indiana
Des. No. 1700135

Legend
- Project County
- County Boundary
- Project Area

July 01, 2022

P:\200035 - I65 ATL\07Environmental\GIS\GIS\Waters Report\Exhibits\Template - Waters Report - A1 - Project Location Map - 11x8.5.mxd | Friday, July 1, 2022 | 12:22:08 PM



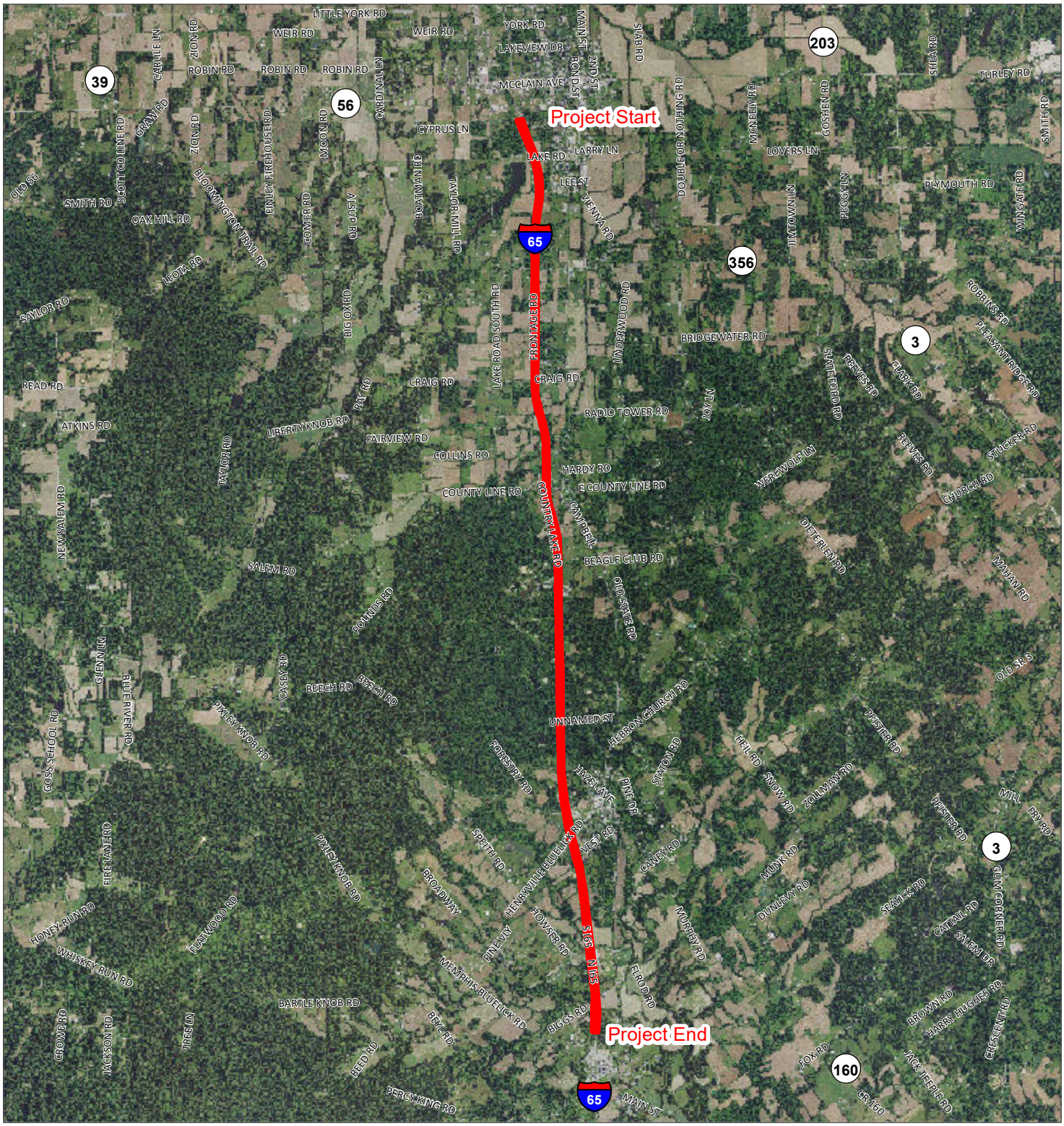
Source: U.S. Geological Survey
1:250,000
1 in = 20,833 ft

BLN
BEAM·LONGEST·NEFF

USGS Topographic Map
Author: Brook Earl
Scottsburg/Henryville Quadrangle - 7.5 Minute Series
Added Travel Lanes
I-65, From 0.5 Miles N of Blue Lick Creek and 1.5 Miles S of SR 56
Clark and Scott Counties, Indiana
Des. No. 1700135

Legend
Project Area

July 01, 2022



Source: U.S. Geological Survey
1:120,000
1 in = 10,000 ft

BLN
BEAM·LONGEST·NEFF

Aerial Map
Author: Brook Earl
Added Travel Lanes
I-65, From 0.5 Miles N of Blue Lick Creek and 1.5 Miles S of SR 56
Clark and Scott Counties, Indiana
Des. No. 1700135

Legend
Project Area

July 01, 2022

P:\200035 - I65 ATL\07Environmental\GIS\GIS\Waters Report\Exhibits\Template - Waters Report - Aerial Map - 11x8.5.mxd | Friday, July 1, 2022 | 12:41:57 PM



Photo 1: Looking north on I-65 and Memphis Road ramp.



Photo 2: Looking south on I-65 towards Memphis Road from Biggs Road overpass.



Photo 3: Looking north on I-65 towards Memphis Road from Biggs Road overpass.



Photo 4: Looking south on I-65 from SR 160 Henryville interchange overpass.



Photo 5: Looking north on I-65 from SR 160 Henryville interchange overpass.



Photo 6: Looking south on I-65 from Winding Road overpass.



Photo 7: Looking north on I-65 from Winding Road overpass.



Photo 8: Looking south on I-65 from East County Line Road overpass.



Photo 9: Looking north on I-65 from East County Line Road overpass.



Photo 10: Looking south on I-65 from County Road 300 S overpass.



Photo 11: Looking north on I-65 from County Road 300 S overpass.



Photo 12: Looking south on I-65 from West Lake Road/ Lovers Lane overpass.



Photo 13: Looking north on I-65 from West Lake Road/ Lovers Lane overpass.



Photo 14: Looking north on I-65 from SR 56 Interchange overpass.



Photo 15: Looking south on I-65 from SR 56 Interchange overpass.



Photo 16: I-65 Bridges over Blue Lick Creek.



Photo 17: I-65 Bridges over Blue Lick Creek



Photo 18: I-65 Bridges over Caney Fork.



Photo 17: I-65 Bridges over Caney Fork.



Photo 18: I-65 Bridges over Pigeon Roost Creek.



Photo 17: I-65 Bridges over Pigeon Roost Creek.

R-41529 - PART 1 OF 18

PROJECT	DESIGNATION
1700135	1700135
CONTRACT	BRIDGE FILE
R-41529	See Below

KIN DESIGNATION NUMBERS		
DESIGNATION	DESCRIPTION	BRIDGE FILE
1600729	I-65 NB over Caney Fork	I65-017-04222 ENBL
1600733	I-65 SB over Caney Fork	I65-017-04222 ESBL
1600744	I-65 NB over Blue Lick Creek	I65-016-04220 ENBL
1600750	I-65 SB over Blue Lick Creek	I65-016-04220 ESBL
2001600	I-65 SB over Brownstown Rd	I65-021-09939 ASBL
2001601	I-65 NB over Brownstown Rd	I65-021-09940 ANBL
2001603	County Line Rd over I-65	I65-023-04227
2001604	I-65 NB over Pigeon Roost Creek	I65-024-04229 BNBL
2001605	I-65 SB over Pigeon Roost Creek	I65-024-04229 BSBL
2001607	Lake Rd over I-65	I65-028-04232A

CULVERT ASSETS		
DESIGNATION	CULVERT ASSET ID	WORK TYPE
2001593	CV I65-072-26.20	Small Structure Replacement
2001594	CV I65-072-25.05	Small Structure Replacement
2001595	CV I65-010-22.77	Small Structure Replacement
2001596	CV I65-072-25.83	Small Structure Replacement
2001597	CV I65-010-22.65	Small Structure Replacement
2001598	CV I65-010-19.90	Small Structure Replacement
2001599	CV I65-010-18.35	Small Structure Replacement
	CLV-77582 (Str. 41 CV T.B.D.)	Small Structure Replacement
	CV I65-010-18.12	Small Structure Replacement
	CV I65-010-18.67	Small Structure Replacement

INDIANA DEPARTMENT OF TRANSPORTATION

Due to File Size, Plans Have Been Placed In Separate Files

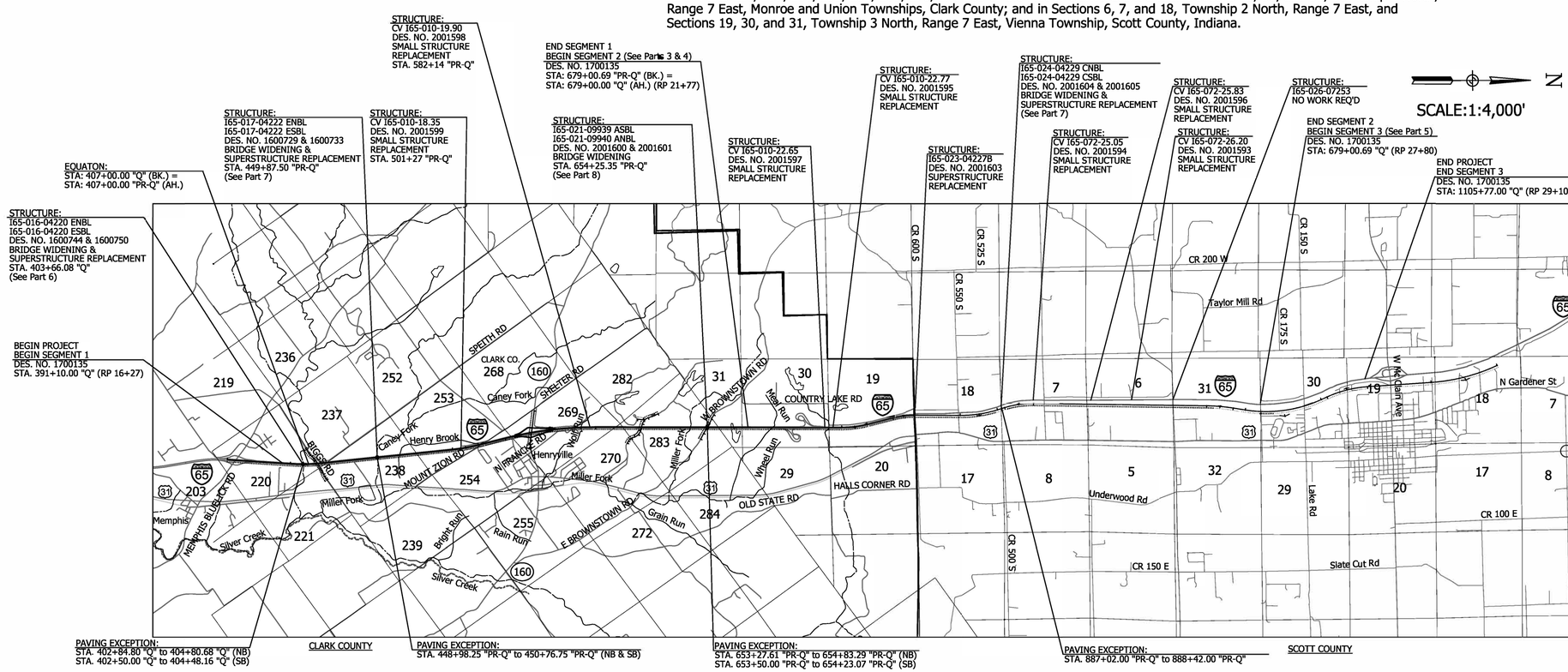
ROAD PLANS

ROUTE: I-65 From: R.P. 16+27 TO: R.P. 29+10

PROJECT NO. 1700135 P.E.

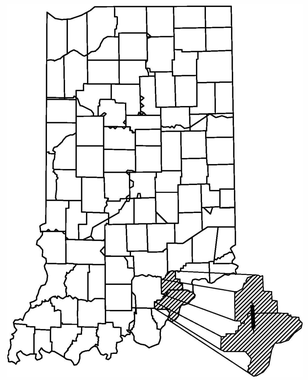
1700135 CONST.

PROJECT DESCRIPTION: Complete Freeway Reconstruction and Added Travel Lane Construction along I-65, Beginning Approximately 0.5 miles North of the I-65 Blue Lick Rd Interchange (RP 16+27), Thence Northerly 12.83 miles to a Point 0.5 miles South of the I-65 / S.R. 56 Interchange(RP 29+10). All in Parts 220, 237, 238, 253, 254, 269, 270, and 283 of the Plat of Clark's Grant and In Sections 19, 30, and 31, Township 2 North, Range 7 East, Monroe and Union Townships, Clark County; and in Sections 6, 7, and 18, Township 2 North, Range 7 East, and Sections 19, 30, and 31, Township 3 North, Range 7 East, Vienna Township, Scott County, Indiana.



TRAFFIC DATA		
A.A.D.T.	(PROJ. 2023)	45,669 V.P.D.
A.A.D.T.	(PROJ. 2043)	49,452 V.P.D.
D.H.V	(PROJ. 2043)	3,398 V.P.H.
DIRECTIONAL DISTRIBUTION		50 / 50 %
TRUCKS		32 % A.A.D.T.
		23 % D.H.V.

DESIGN DATA	
DESIGN SPEED	70 M.P.H.
PROJECT DESIGN CRITERIA	4R(FREEWAY)
FUNCTIONAL CLASSIFICATION	INTERSTATE
RURAL/URBAN	RURAL
TERRAIN	LEVEL
ACCESS CONTROL	FULL



PROJECT LOCATION SHOWN BY

LATITUDE: 38° 35' 23" N LONGITUDE: 85° 46' 43" N

Project Gross Length:	12.83 MI.
Segment 1 Gross Length:	5.50 MI.
Segment 1 Net Length	5.45 MI.
Segment 1 Maximum Grade:	3.00 %

HUC NUMBER: 05140101140040, 15140101140050, 05140101140010, 15120207040090, 15120207040100

INDIANA DEPARTMENT OF TRANSPORTATION
STANDARD SPECIFICATIONS DATED 2022
TO BE USED WITH THESE PLANS

BLN: BEAM·LONGEST·NEFF

PLANS PREPARED BY: Beam, Longest & Neff, L.L.C. (317) 849-5832 PHONE NUMBER

CERTIFIED BY: _____ DATE

APPROVED FOR LETTING: _____ INDIANA DEPARTMENT OF TRANSPORTATION DATE

BRIDGE FILE
N/A
DESIGNATION
1700135

SURVEY BOOK	SHEETS
	1 of 282
CONTRACT	PROJECT
R-41529	1700135

dgibson | 12/2/2022 2:19:02 PM | P:\000035 - I65 ATLL\09Road\04 Design files\02 DGN\Plans\000035_01_Sht_Title.dgn

PROJECT	DESIGNATION
1700135	1700135
CONTRACT	BRIDGE FILE
R-41529	See Below

KIN DESIGNATION NUMBERS		
DESIGNATION	DESCRIPTION	BRIDGE FILE
1600729	I-65 NB over Caney Fork	I65-017-04222 ENBL
1600733	I-65 SB over Caney Fork	I65-017-04222 ESBL
1600744	I-65 NB over Blue Lick Creek	I65-016-04220 ENBL
1600750	I-65 SB over Blue Lick Creek	I65-016-04220 ESBL
2001600	I-65 SB over Brownstown Road	I65-021-09939 ANBL
2001601	I-65 NB over Brownstown Road	I65-021-09939 ASBL
2001603	County Line Road over I-65	I65-023-04227B
2001604	I-65 NB over Pigeon Roost Creek	I65-024-04229 CNBL
2001605	I-65 SB over Pigeon Roost Creek	I65-024-04229 CSBL
2001607	Lake Road over I-65	I65-028-04232B

CULVERT ASSETS		
DES. NO.	CULVERT ASSET ID	WORK TYPE
2001593	CV I65-072-26.20	Small Structure Replacement
2001594	CV I65-072-25.05	Small Structure Replacement
2001595	CV I65-010-22.77	Small Structure Replacement
2001596	CV I65-072-25.83	Small Structure Replacement
2001597	CV I65-010-19.90	Small Structure Replacement
2001598	CV I65-010-18.35	Small Structure Replacement
2001599		

CULVERT ASSETS LESS THAN 48 IN. DIAMETER		
ASSET ID	PROJECT STR. NO.	Mile Marker
CLV-89199	70	21+85
CLV-89201	70-A	21+95
CLV-89203	70-B	22+17
CLV-89207	71	22+23
CLV-89209	75	23+28
CLV-89211	76	24+80
CLV-89217	77	24+97
CLV-77575	80	26+04
CLV-89219	82	26+41
CLV-77574	83	26+54
CLV-89221	84	26+84
CLV-77573	85	27+60
CLV-77572	86	27+81
CLV-77571	87	28+01
CLV-89223	89	28+84

INDIANA DEPARTMENT OF TRANSPORTATION

Due to File Size Plans Have Been Placed in Separate Files

TRAFFIC DATA		I-65	
A.A.D.T.	(PROJ. 2023)	45,669	V.P.D.
A.A.D.T.	(PROJ. 2043)	49,452	V.P.D.
D.H.V	(PROJ. 2043)	3,398	V.P.H.
DIRECTIONAL DISTRIBUTION		50 / 50	%
TRUCKS		32 %	A.A.D.T.
		23 %	D.H.V.

DESIGN DATA		
DESIGN SPEED	70	M.P.H.
PROJECT DESIGN CRITERIA	4R (FREEWAY)	
FUNCTIONAL CLASSIFICATION	INTERSTATE	
RURAL/URBAN	RURAL	
TERRAIN	LEVEL	
ACCESS CONTROL	FULL	

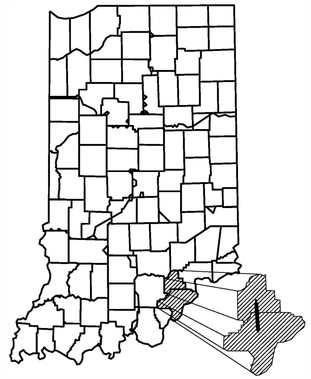
ROAD PLANS

ROUTE: I-65 FROM: RP 16+27 TO: RP 29+10

PROJECT NO. 1700135 P.E.

1700135 CONST.

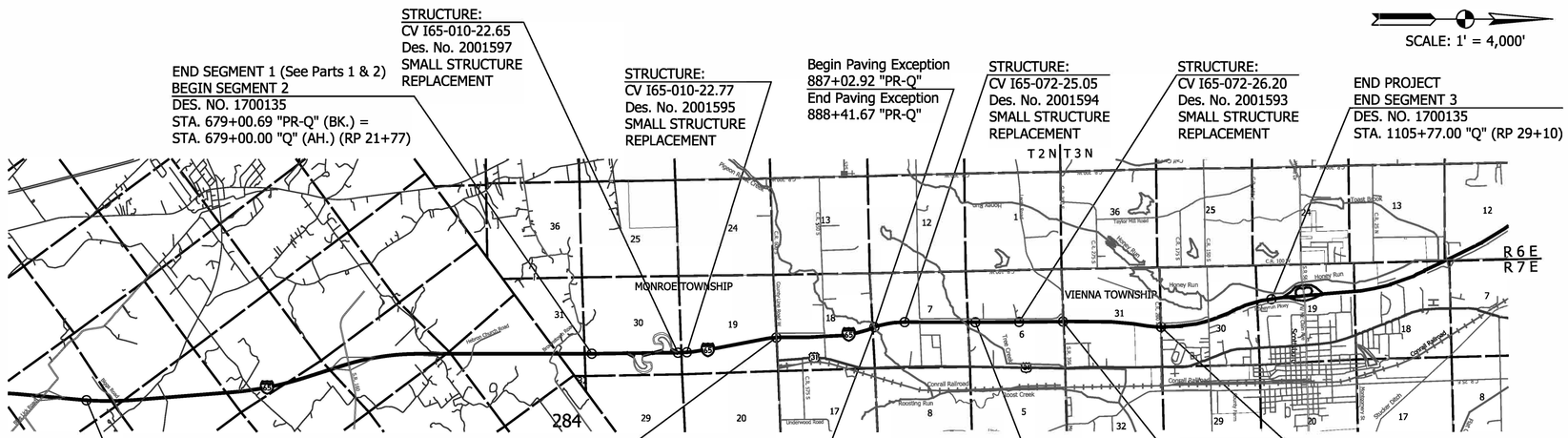
Project Description: Complete Freeway Reconstruction and Added Travel Lane Construction along I-65, Beginnng Approximately 0.5 miles North of the I-65 / Blue Lick Road Interchange (RP 16+27), Thence Northerly 12.83 miles to a Point 0.5 miles South of the I-65 / S.R. 56 Interchange (RP 29+10). All in Parts 220, 237, 238, 253, 254, 269, 270, and 283 of the Plat of Clark's Grant and In Sections 19, 30, and 31, Township 2 North, Range 7 East, Monroe and Union Townships, Clark County; and in Sections 6, 7, and 18, Township 2 North, Range 7 East, and Sections 19, 30, and 31, Township 3 North, Range 7 East, Vienna Township, Scott County, Indiana.



PROJECT LOCATION SHOWN BY

SCOTT & CLARK COUNTIES

LATITUDE: 38° 35' 23" W LONGITUDE: 85° 46' 43" N



Project Gross Length:	12.83 MI.
Segment 2 Gross Length:	6.03 MI.
Segment 2 Net Length:	6.00 MI.
Segment 2 Maximum Grade:	2.92 %

INDIANA DEPARTMENT OF TRANSPORTATION
STANDARD SPECIFICATIONS DATED 2022
TO BE USED WITH THESE PLANS.

AMERICAN STRUCTUREPOINT INC.
9025 RIVER ROAD, SUITE 200
INDIANAPOLIS, IN 46240
TEL 317.547.5580 FAX 317.543.0270
www.structurepoint.com

PLANS PREPARED BY: American Structurepoint, Inc. (317) 547-5580 PHONE NUMBER

CERTIFIED BY: DATE

APPROVED FOR LETTING: INDIANA DEPARTMENT OF TRANSPORTATION DATE

BRIDGE FILE
SEE BRIDGE PLANS
DESIGNATION
1700135

SURVEY BOOK	SHEETS
N/A	1 of 232
CONTRACT	PROJECT
R-41529	1700135

R-41529 - PART 3 OF 18

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Indiana_Shade.tbl

cherr 12/1/2022 11:25:33 AM P:\2019\00172\D. Drawings\20190172.0001.RD.TS.01.dgn

PROJECT	DESIGNATION
1700135	1700135
CONTRACT	
R-41529	

KIN PROJECT INFORMATION		
DESIGNATION	DESCRIPTION	BRIDGE FILE
1600729	I-65 NB over Caney Fork	I65-017-04222 ENBL
1600733	I-65 SB over Caney Fork	I65-017-04222 ESBL
1600744	I-65 NB over Blue Lick Creek	I65-016-04220 ENBL
1600750	I-65 SB over Blue Lick Creek	I65-016-04220 ESBL
2001600	I-65 NB over Brownstown Road	I65-021-09939 ANBL
2001601	I-65 SB over Brownstown Road	I65-021-09939 ASBL
2001603	Country Line Road over I-65	I65-023-04227B
2001604	I-65 NB over Pigeon Roost Creek	I65-024-04229 CNBL
2001605	I-65 SB over Pigeon Roost Creek	I65-024-04229 CSBL
2001607	Lake Road over I-65	I65-028-04232B

CULVERT ASSETS		
DESIGNATION	CULVERT ASSET ID	WORK TYPE
2001593	CV I65-072-26.20	SMALL STRUCTURE REPLACEMENT
2001594	CV I65-072-25.05	SMALL STRUCTURE REPLACEMENT
2001595	CV I65-010-22.77	SMALL STRUCTURE REPLACEMENT
2001596	CV I65-072-25.83	SMALL STRUCTURE REPLACEMENT
2001597	CV I65-010-22.65	SMALL STRUCTURE REPLACEMENT
2001598	CV I65-010-19.90	SMALL STRUCTURE REPLACEMENT
2001599	CV I65-010-18.35	SMALL STRUCTURE REPLACEMENT

CULVERT ASSETS LESS THAN 48 INCHES		
ASSET ID	PROJECT STR. NO.	MILE MARKER
CLV-77572	86	27+81
CLV-77571	87	28+01
CLV-89223	89	28+84

INDIANA DEPARTMENT OF TRANSPORTATION

Due to File Size, Plans Have Been Places In Separate Files

TRAFFIC DATA		I-65	
A.A.D.T.	(PROJ. 2023)	45,669	V.P.D.
A.A.D.T.	(PROJ. 2043)	49,452	V.P.D.
D.H.V	(PROJ. 2043)	3,398	V.P.H.
DIRECTIONAL DISTRIBUTION		50 / 50	%
TRUCKS		32 %	A.A.D.T.
		23 %	D.H.V.

DESIGN DATA	
DESIGN SPEED	70 M.P.H.
PROJECT DESIGN CRITERIA	4R (FREEWAY)
FUNCTIONAL CLASSIFICATION	INTERSTATE
RURAL/URBAN	RURAL
TERRAIN	LEVEL
ACCESS CONTROL	FULL

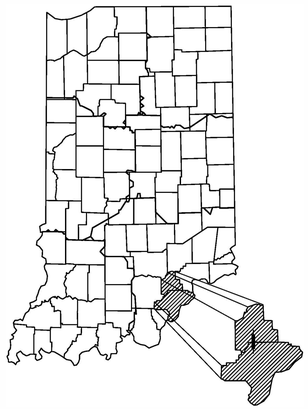
ROAD PLANS

ROUTE: I-65 FROM: RP 27+80 TO: RP 29+10

PROJECT NO. 1700135 P.E.

1700135 CONST.

Project Description: Complete Freeway Reconstruction and Added Travel Lane Construction along I-65, Beginnng Approximately 0.5 miles North of the I-65 / Blue Lick Road Interchange (RP 16+27), Thence Northerly 12.83 miles to a Point 0.5 miles South of the I-65 / S.R. 56 Interchange (RP 29+10). All in Parts 220, 237, 238, 253, 254, 269, 270, and 283 of the Plat of Clark's Grant and In Sections 19, 30, and 31, Township 2 North, Range 7 East, Monroe and Union Townships, Clark County; and in Sections 6, 7, and 18, Township 2 North, Range 7 East, and Sections 19, 30, and 31, Township 3 North, Range 7 East, Vienna Township, Scott County, Indiana.



PROJECT LOCATION SHOWN BY CLARK COUNTY AND SCOTT COUNTY

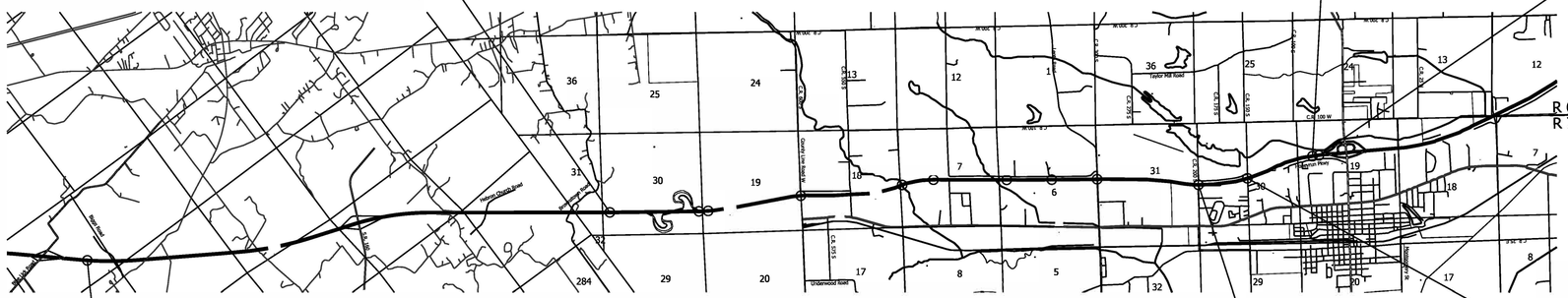
LATITUDE: 38° 35' 23" N LONGITUDE: 85° 46' 43' W

SCALE: 1" = 4000'

END SEGMENT 1
BEGIN SEGMENT 2
DES. NO. 1700135
STA. 679+00.69 "PR-Q" (BK.) =
STA. 679+00.00 "Q" (AH.) (RP 21+77)

END PROJECT
END SEGMENT 3
BEGIN INCIDENTAL CONSTRUCTION
DES. NO. 1700135
STA. 1105+77.00 "Q" (RP 29+10)

END INCIDENTAL CONSTRUCTION
Des. No. 1700135
Sta. 1116+38.85 "Q" SB (RP 29+30)
Sta. 1110+52.00 "Q" NB (RP 29+19)



BEGIN PROJECT
BEGIN SEGMENT 1
DES. NO. 1700135
STA. 391+10.00 "Q" (RP 16+27)

END SEGMENT 2 (See Parts 3 & 4)
BEGIN SEGMENT 3
DES. NO. 1700135
STA. 1050+00.00 "Q" SB (RP 27+80)

STRUCTURE:
I65-028-04232B
DES. NO. 2001607
SUPERSTRUCTURE REPLACEMENT
(See Part 11)

Project Gross Length:	12.83 MI.
Segment 3 Gross Length:	1.30 MI.
Segment 3 Net Length:	1.06 MI.
Segment 3 Maximum Grade:	1.03 %

INDIANA DEPARTMENT OF TRANSPORTATION
STANDARD SPECIFICATIONS DATED 2022
TO BE USED WITH THESE PLANS

R-41529 - PART 5 OF 18

11/1/2022 10:45:57 AM

CDM Smith
201 South Capitol Avenue, Suite 1220
Indianapolis, IN 46225
Tel: (317) 829-9600

FEDERAL HIGHWAY ADMINISTRATION
U.S. DEPT. OF TRANSPORTATION

APPROVED: _____ DATE

DIVISION ADMINISTRATOR

PLANS PREPARED BY: CDM SMITH, INC. 317-829-9600 PHONE NUMBER

"THIS MEDIA SHOULD NOT BE CONSIDERED A CERTIFIED DOCUMENT."

CERTIFIED BY: SIG_DATE DATE

APPROVED FOR LETTING: _____ DATE
INDIANA DEPARTMENT OF TRANSPORTATION

DESIGNATION	
1700135	
SURVEY BOOK	SHEETS
ELECTRONIC	1 of 68
CONTRACT	PROJECT
R-41529	1700135

pw:\\cdmsmith-az02-pw.bentley.com:pw_pI1\Documents\90581\258950\10 Transportation\02 Engineering Services NM_50pct\01 Roadway Design\10 CADD\02 Details\Sht Title_CDMS.dgn

PROJECT	DESIGNATION
1700135	1600729 (NB) & 1600733 (SB)
CONTRACT	BRIDGE FILE
R-41529	I65-017-04222 ENBL & ESBL

STRUCTURE	TYPE	SPAN AND SKEW	OVER	STATION
I65-017-04222 ENBL & ESBL	TWIN CONTINOUS COMPOSITE PRESTRESSED CONCRETE BOX BEAM BRIDGES	3 SPANS: 45'-0", 45'-0", 45'-0" SKEW: 0°	CANEY FORK	℄ STRUCTURE STA.449+87.50 "PR-Q"

KIN PROJECT INFORMATION	
DESIGNATION	PROJECT DESCRIPTION
1600729	Bridge Rehabilitation for Structure I65-017-04222 ENBL
1600733	Bridge Rehabilitation for Structure I65-017-04222 ESBL
1600744	Bridge Rehabilitation for Structure I65-016-04220 ENBL
1600750	Bridge Rehabilitation for Structure I65-016-04220 ESBL
1700135 **(LEAD)**	I65 Roadway Reconstruction
2001593	Small Structure Pipe Lining for Structure CV I65-072-26.20
2001594	Small Structure Pipe Lining for Structure CV I65-072-25.05
2001595	Small Structure Pipe Lining for Structure CV I65-010-22.77
2001596	Small Structure Replacement for Structure CV I65-072-25.83
2001597	Small Structure Repair for Structure CV I65-010-22.65
2001598	Small Structure Repair for Structure CV I65-010-19.90
2001599	Small Structure Pipe Lining for Structure CV I65-010-18.35
2001600	Bridge Rehabilitation for Structure I65-021-09939 ASBL
2001601	Bridge Rehabilitation for Structure I65-021-09940 ANBL
2001603	Bridge Rehabilitation for Structure I65-023-04227
2001604	Bridge Rehabilitation for Structure I65-024-04229 BNBL
2001605	Bridge Rehabilitation for Structure I65-024-04229 BSBL
2001607	Bridge Rehabilitation for Structure I65-028-04232 A

PART 7 OF 18

INDIANA DEPARTMENT OF TRANSPORTATION

Due to File Size, Plans Have Been Placed In Separate Files

BRIDGE PLANS

FOR SPANS OVER 20 FEET

ROUTE: I-65 AT: RP 17+44

PROJECT NO. 1600729 (NB) & 1600733 (SB) P.E.

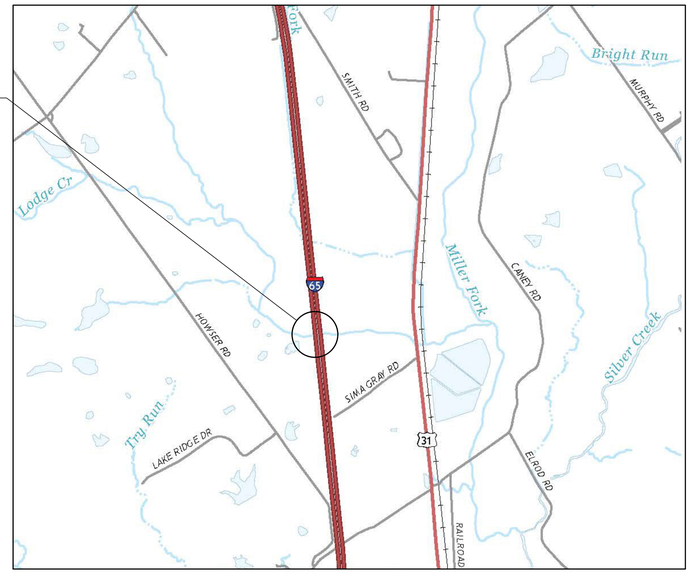
NO ADDITIONAL RIGHT-OF-WAY REQUIRED FOR THIS PROJECT

R/W

1600729 (NB) & 1600733 (SB) CONST.

Bridge Rehabilitation on I-65 over Caney Fork
Located 1.81 Miles South of SR 160 in
Military Land, Grant No.238, Monroe Township, Clark County, Indiana

PROJECT LOCATION
Paving Exception:
Sta.448+98.25 "PR-Q" to Sta.450+76.75 "PR-Q" (NB & SB)



LOCATION MAP
SCALE: 1" = 2000'

TRAFFIC DATA

A.A.D.T.	(2023)	45,669 V.P.D.
A.A.D.T.	(2043)	49,452 V.P.D.
D.H.V	(2043)	3,398 V.P.H.
DIRECTIONAL DISTRIBUTION		49.7 %
TRUCKS		32.1 % A.A.D.T.
		22.5 % D.H.V.

DESIGN DATA

DESIGN SPEED	70 M.P.H.
PROJECT DESIGN CRITERIA	COMPLETE RECONSTRUCTION (FREEWAY)
FUNCTIONAL CLASSIFICATION	INTERSTATE
RURAL/URBAN	RURAL
TERRAIN	LEVEL
ACCESS CONTROL	FULL



PROJECT LOCATION SHOWN BY
CLARK COUNTY

LATITUDE: 38°30'51.77" N LONGITUDE: 85°46'20.28" W

BRIDGE LENGTH: 0.026 MI.
ROADWAY LENGTH: 12.5 MI.
TOTAL LENGTH: 12.8 MI.
MAX. GRADE: 2.92 %

HUC 12: 051401010803
HUC 14: 05140101140040

INDIANA DEPARTMENT OF TRANSPORTATION
STANDARD SPECIFICATIONS DATED 2022
TO BE USED WITH THESE PLANS.

PLANS PREPARED BY:

BLN
BEAM·LONGEST·NEFF
8320 CRAIG STREET | INDIANAPOLIS, IN 46250
317.849.5832 | f: 317.841.4280 | WWW.B-L-N.COM

PLANS PREPARED BY: BEAM, LONGEST & NEFF, LLC (317)849-5832
PHONE NUMBER

CERTIFIED BY: _____ DATE

APPROVED FOR LETTING: _____ DATE
INDIANA DEPARTMENT OF TRANSPORTATION

BRIDGE FILE	
I65-017-04222 ENBL & ESBL	
DESIGNATION	
1600729 (NB) & 1600733 (SB)	
DRAWING NO.	SHEETS
	1 of 60
CONTRACT	PROJECT
R-41529	1700135

PROJECT	DESIGNATION
1700135	2001600 (SB) & 2001601 (NB)
CONTRACT	BRIDGE FILE
R-41529	I65-021-09939ASBL & I65-021-09940ANBL

STRUCTURE	TYPE	SPAN AND SKEW	OVER	STATION
I65-021-09939ASBL & I65-021-09940ANBL	TWIN COMPOSITE STEEL BEAM BRIDGES	1 SPAN: 75'-0" SKEW: 31° RT.	BROWNSTOWN ROAD	℄ STRUCTURE STA.654+25.34 "PR-Q"

KIN PROJECT INFORMATION	
DESIGNATION	PROJECT DESCRIPTION
1600729	Bridge Rehabilitation for Structure I65-017-04222 ENBL
1600733	Bridge Rehabilitation for Structure I65-017-04222 ESBL
1600744	Bridge Rehabilitation for Structure I65-016-04220 ENBL
1600750	Bridge Rehabilitation for Structure I65-016-04220 ESBL
1700135 **(LEAD)**	I65 Roadway Reconstruction
2001593	Small Structure Pipe Lining for Structure CV I65-072-26.20
2001594	Small Structure Pipe Lining for Structure CV I65-072-25.05
2001595	Small Structure Pipe Lining for Structure CV I65-010-22.77
2001596	Small Structure Replacement for Structure CV I65-072-25.83
2001597	Small Structure Repair for Structure CV I65-010-22.65
2001598	Small Structure Repair for Structure CV I65-010-19.90
2001599	Small Structure Pipe Lining for Structure CV I65-010-18.35
2001600	Bridge Rehabilitation for Structure I65-021-09939 ASBL
2001601	Bridge Rehabilitation for Structure I65-021-09940 ANBL
2001603	Bridge Rehabilitation for Structure I65-023-04227
2001604	Bridge Rehabilitation for Structure I65-024-04229 BNBL
2001605	Bridge Rehabilitation for Structure I65-024-04229 BSBL
2001607	Bridge Rehabilitation for Structure I65-028-04232 A

PART 8 OF 18

INDIANA DEPARTMENT OF TRANSPORTATION

Due to File Size, Plans Have Been Placed in Separate Files

BRIDGE REHABILITATION PLANS

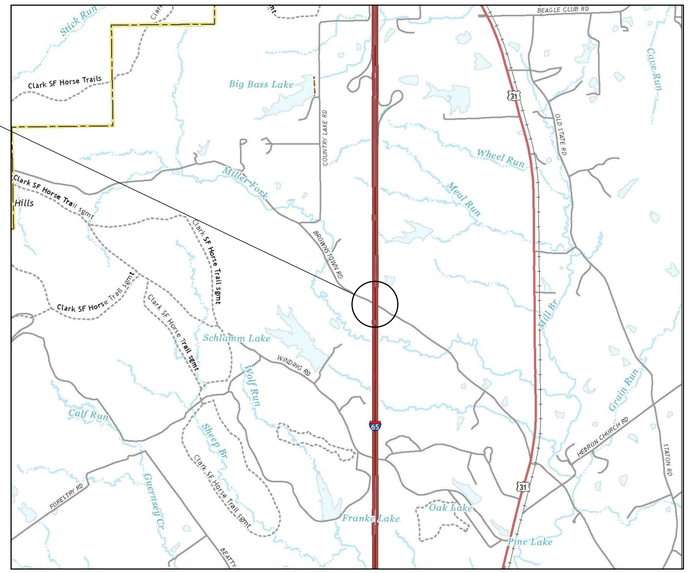
FOR SPANS OVER 20 FEET

ROUTE: I-65 AT: RP 21+24

PROJECT NO. 1700135 P.E.
R/W
1700135 CONST.

NO ADDITIONAL RIGHT-OF-WAY REQUIRED FOR THIS PROJECT

Bridge Widening on I-65 over Brownstown Road
Located 2.03 Miles North of SR 160 in
Monroe Township, Clark County (Illinois Grant), Indiana



PROJECT LOCATION
Bridge No. I65-021-09939ASBL
Bridge No. I65-021-09940ANBL

Paving Exception:
Sta.653+67.26 "PR-Q" to Sta.655+23.07 "PR-Q" (SB)
Sta.653+27.61 "PR-Q" to Sta.654+83.42 "PR-Q" (NB)

LOCATION MAP
SCALE: 1" = 2000'

TRAFFIC DATA		
A.A.D.T.	(2023)	45,669 V.P.D.
A.A.D.T.	(2043)	49,452 V.P.D.
D.H.V	(2043)	3,398 V.P.H.
DIRECTIONAL DISTRIBUTION		49.7 %
TRUCKS		32.1 % A.A.D.T.
		22.5 % D.H.V.

DESIGN DATA	
DESIGN SPEED	70 M.P.H.
PROJECT DESIGN CRITERIA	COMPLETE RECONSTRUCTION (FREEWAY)
FUNCTIONAL CLASSIFICATION	INTERSTATE
RURAL/URBAN	RURAL
TERRAIN	LEVEL
ACCESS CONTROL	FULL



PROJECT LOCATION SHOWN BY
CLARK COUNTY

LATITUDE: 38°34'12" N LONGITUDE: 85°46'44" W

BRIDGE LENGTH:	0.015	MI.
ROADWAY LENGTH:	12.5	MI.
TOTAL LENGTH:	12.8	MI.
MAX. GRADE:	3.00	%

INDIANA DEPARTMENT OF TRANSPORTATION
STANDARD SPECIFICATIONS DATED 2022
TO BE USED WITH THESE PLANS.

PLANS PREPARED BY:
BLN: BEAM·LONGEST·NEFF
8320 CRAIG STREET | INDIANAPOLIS, IN 46250
317.849.5832 | f: 317.841.4280 | WWW.B-L-N.COM

PLANS PREPARED BY: BEAM, LONGEST & NEFF, LLC (317)849-5832 PHONE NUMBER

CERTIFIED BY: _____ DATE

APPROVED FOR LETTING: _____ INDIANA DEPARTMENT OF TRANSPORTATION DATE

BRIDGE FILE
I65-021-09939ASBL & I65-021-09940ANBL
DESIGNATION
2001600 (SB) & 2001601 (NB)

DRAWING NO.	SHEETS
	1 of 48
CONTRACT	PROJECT
R-41529	1700135

nwashington | p:\200035 - i65 atl\02bridge\brownstown road\04plans\200035_bt - sht title.dwg | title sheet | 11/3/2022 7:24:21 AM ||

PROJECT	DESIGNATION
1700135	2001603
CONTRACT	BRIDGE FILE
R-41529	I65-023-04227B

INDIANA DEPARTMENT OF TRANSPORTATION

Due to File Size, Plans Have Been Placed In Separate Files

TRAFFIC DATA COUNTY LINE ROAD			
A.A.D.T.	2023	855	V.P.D.
A.A.D.T.	2043	1040	V.P.D.
D.H.V		108	V.P.H.
DIRECTIONAL DISTRIBUTION		51	%
TRUCKS		3.2 %	A.A.D.T.
		12 %	D.H.V.

DESIGN DATA		
DESIGN SPEED	45	M.P.H.
PROJECT DESIGN CRITERIA	3R NON-FREEWAY	
FUNCTIONAL CLASSIFICATION	MINOR COLLECTOR	
RURAL/URBAN	RURAL	
TERRAIN	LEVEL	
ACCESS CONTROL	NONE	

STRUCTURE	TYPE	SPAN AND SKEW	OVER	STATION
I65-023-04227B	CONTINUOUS COMPOSITE STEEL BEAM BRIDGE	4 Spans: 38'-8" 66'-0", 66'-0", 38'-8" SKEW: SQUARE	I-65	9+99.06 "S-9-Q"

KIN DESIGNATION NUMBERS		
DESIGNATION	DESCRIPTION	BRIDGE FILE
1600729	I-65 NB over Caney Fork	I65-017-04222 ENBL
1600733	I-65 SB over Caney Fork	I65-017-04222 ESBL
1600744	I-65 NB over Blue Lick Creek	I65-016-04220 ENBL
1600750	I-65 SB over Blue Lick Creek	I65-016-04220 ESBL
1700135 (LEAD)	I65 Roadway Reconstruction	
2001600	I-65 SB over Brownstown Road	I65-021-09939 ANBL
2001601	I-65 NB over Brownstown Road	I65-021-09939 ASBL
2001603	County Line Road over I-65	I65-023-04227B
2001604	I-65 NB over Pigeon Roost Creek	I65-024-04229 CNBL
2001605	I-65 SB over Pigeon Roost Creek	I65-024-04229 CSBL
2001607	Lake Road over I-65	I65-028-04232B

CULVERT ASSETS		
DES. NO.	CULVERT ASSET ID	WORK TYPE
2001593	CV I65-072-26.20	Small Structure Replacement
2001594	CV I65-072-25.05	Small Structure Replacement
2001595	CV I65-010-22.77	Small Structure Replacement
2001596	CV I65-072-25.83	Small Structure Replacement
2001597	CV I65-010-22.65	Small Structure Replacement
2001598	CV I65-010-19.90	Small Structure Replacement
2001599	CV I65-010-18.35	Small Structure Replacement

CULVERT ASSETS LESS THAN 48 IN. DIAMETER		
ASSET ID	PROJECT STR. NO.	Mile Marker
CLV-89199	70	21+85
CLV-89201	70-A	21+95
CLV-89203	70-B	22+17
CLV-89207	71	22+23
CLV-89209	75	23+28
CLV-89211	76	24+80
CLV-89217	77	24+97
CLV-77575	80	26+04
CLV-89219	82	26+41
CLV-77574	83	26+54
CLV-89221	84	26+84
CLV-77573	85	27+60
CLV-77572	86	27+81
CLV-77571	87	28+01
CLV-89223	89	28+84

BRIDGE REHABILITATION PLANS

FOR SPANS OVER 20 FEET

ROUTE: COUNTY LINE ROAD AT: RP 24+00

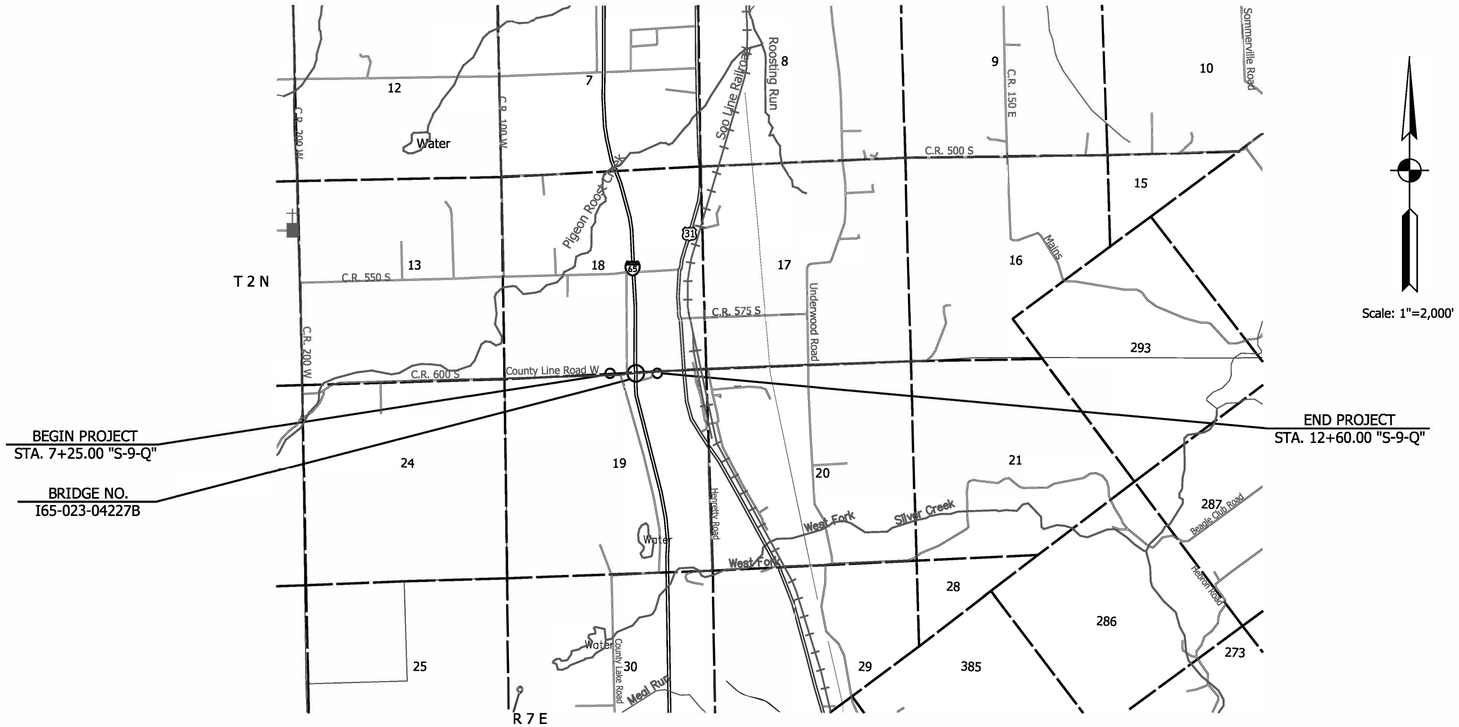
PROJECT NO. 2001603 P.E.

NO ADDITIONAL RIGHT-OF-WAY REQUIRED FOR THIS PROJECT

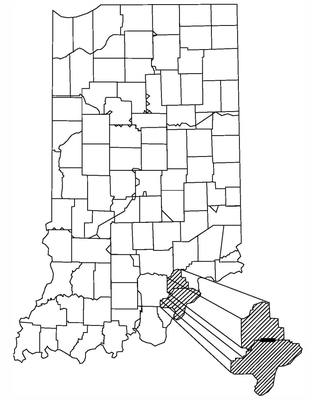
R/W

1700135 CONST.

This Bridge Superstructure Replacement is on County Line Road Over I-65 Located Approximately 4.46 Miles North of State Road 160 on Section Line Between Section 18, T 2 N, R 7 E and Section 19, T 2 N, R 7 E, Vienna & Monroe Township, Scott & Clark County, Indiana.



Scale: 1"=2,000'



PROJECT LOCATION SHOWN BY
SCOTT & CLARK COUNTY

LATITUDE: 38°36'18" N LONGITUDE: 85°46'53" W

BRIDGE LENGTH:	0.040	MI.
ROADWAY LENGTH:	0.061	MI.
TOTAL LENGTH:	0.101	MI.
MAX. GRADE:	3.715	%

INDIANA DEPARTMENT OF TRANSPORTATION
STANDARD SPECIFICATIONS DATED 2022
TO BE USED WITH THESE PLANS.

AMERICAN STRUCTUREPOINT INC.
9025 RIVER ROAD, SUITE 200
INDIANAPOLIS, IN 46240
TEL 317.547.5580 FAX 317.543.0270
www.structurepoint.com

PLANS PREPARED BY: American Structurepoint, Inc. (317) 547-5580 PHONE NUMBER

CERTIFIED BY: DATE

APPROVED FOR LETTING: INDIANA DEPARTMENT OF TRANSPORTATION DATE

BRIDGE FILE	
I65-023-04227B	
DESIGNATION	
2001603	
SURVEY BOOK	SHEETS
ELECTRONIC	1 of 34
CONTRACT	PROJECT
R-41529	1700135

R-41529 - PART 9 OF 18

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PROJECT	DESIGNATION
1700135	2001604 & 2001605
CONTRACT	BRIDGE FILE
R-41529	I65-024-04229 CNBL & CSBL

INDIANA DEPARTMENT OF TRANSPORTATION

Due to File Size, Plans Have Been Placed in Separate Files

TRAFFIC DATA	I-65	
A.A.D.T. 2023	45,669	V.P.D.
A.A.D.T. 2043	49,452	V.P.D.
D.H.V	3,398	V.P.H.
DIRECTIONAL DISTRIBUTION	50 / 50	%
TRUCKS	32 %	A.A.D.T.
	23 %	D.H.V.

DESIGN DATA		
DESIGN SPEED	70	M.P.H.
PROJECT DESIGN CRITERIA	4R (FREEWAY)	
FUNCTIONAL CLASSIFICATION	PRINCIPLE ARTERIAL	
RURAL/URBAN	RURAL	
TERRAIN	LEVEL	
ACCESS CONTROL	FULL	

BRIDGE REHABILITATION PLANS

FOR SPANS OVER 20 FEET

ROUTE: I-65 AT: RP 24+73 (NBL) 24+74 (SBL)

PROJECT NO. 2001604 & 2001605 P.E.

NO ADDITIONAL RIGHT-OF-WAY REQUIRED FOR THIS PROJECT

R/W

1700135 CONST.

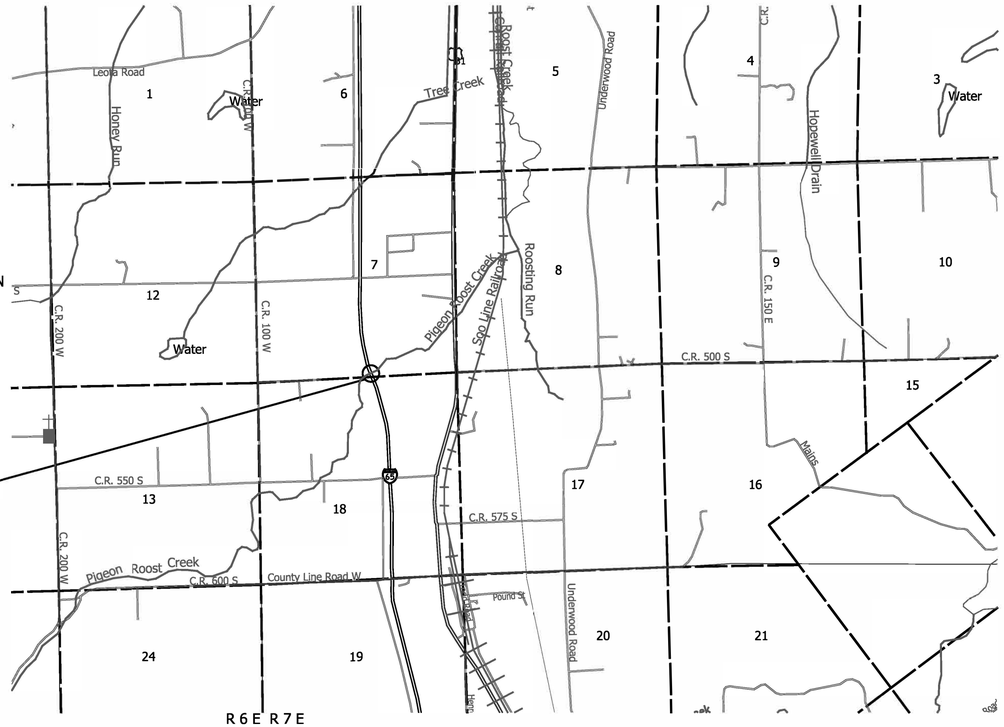
STRUCTURE	TYPE	SPAN AND SKEW	OVER	STATION
I65-024-04229 (CNBL/CSBL)	TWIN CONTINUOUS COMPOSITE PRESTRESSED CONCRETE BOX BEAM BRIDGE	3 Spans: 31'- 9" 32'-0", 31'-9" Skew: NO SKEW	PIGEON ROOST CREEK	887+72.29 "PR-Q"

KIN DESIGNATION NUMBERS		
DESIGNATION	DESCRIPTION	BRIDGE FILE
1600729	I-65 NB over Caney Fork	I65-017-04222 ENBL
1600733	I-65 SB over Caney Fork	I65-017-04222 ESBL
1600744	I-65 NB over Blue Lick Creek	I65-016-04220 ENBL
1600750	I-65 SB over Blue Lick Creek	I65-016-04220 ESBL
1700135 (LEAD)	I65 Roadway Reconstruction	
2001600	I-65 SB over Brownstown Road	I65-021-09939 ANBL
2001601	I-65 NB over Brownstown Road	I65-021-09939 ASBL
2001603	County Line Road over I-65	I65-023-04227B
2001604	I-65 NB over Pigeon Roost Creek	I65-024-04229 CNBL
2001605	I-65 SB over Pigeon Roost Creek	I65-024-04229 CSBL
2001607	Lake Road over I-65	I65-028-04232B

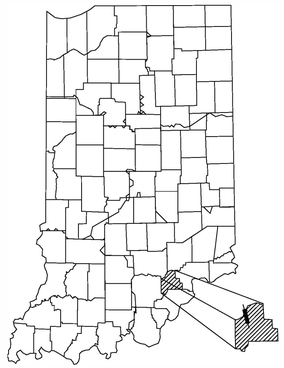
CULVERT ASSETS		
DES. NO.	CULVERT ASSET ID	WORK TYPE
2001593	CV I65-072-26.20	Small Structure Replacement
2001594	CV I65-072-25.05	Small Structure Replacement
2001595	CV I65-010-22.77	Small Structure Replacement
2001596	CV I65-072-25.83	Small Structure Replacement
2001597	CV I65-010-22.65	Small Structure Replacement
2001598	CV I65-010-19.90	Small Structure Replacement
2001599	CV I65-010-18.35	Small Structure Replacement

CULVERT ASSETS LESS THAN 48 IN. DIAMETER		
ASSET ID	PROJECT STR. NO.	Mile Marker
CLV-89199	70	21+85
CLV-89201	70-A	21+95
CLV-89203	70-B	22+17
CLV-89207	71	22+23
CLV-89209	75	23+28
CLV-89211	76	24+80
CLV-89217	77	24+97
CLV-77575	80	26+04
CLV-89219	82	26+41
CLV-77574	83	26+54
CLV-89221	84	26+84
CLV-77573	85	27+60
CLV-77572	86	27+81
CLV-77571	87	28+01
CLV-89223	89	28+84

This Bridge Superstructure replacement of the North and South Bound Bridges is on I-65 over Pigeon Roost Creek located approximately 4.58 miles South of State Road 56 in Section 7, T 2 N, R 7 E Vienna Township, Scott County, Indiana. (38° 37' 12" N, 85° 46' 58" W)



Scale: 1"=2,000'



PROJECT LOCATION SHOWN BY
SCOTT COUNTY

LATITUDE: 38°37'12" N LONGITUDE: 85°46'58" W

BRIDGE LENGTH:	0.019	MI.
ROADWAY LENGTH:	12.800	MI.
TOTAL LENGTH:	12.819	MI.
MAX. GRADE:	+0.300	%

HUC: 051202070504

INDIANA DEPARTMENT OF TRANSPORTATION
STANDARD SPECIFICATIONS DATED 2022
TO BE USED WITH THESE PLANS.

AMERICAN STRUCTUREPOINT INC.
9025 RIVER ROAD, SUITE 200
INDIANAPOLIS, IN 46240
TEL 317.547.5580 FAX 317.543.0270
www.structurepoint.com

PLANS PREPARED BY: American Structurepoint, Inc. (317) 547-5580 PHONE NUMBER

CERTIFIED BY: _____ DATE

APPROVED FOR LETTING: _____ INDIANA DEPARTMENT OF TRANSPORTATION DATE

BRIDGE FILE	
I65-024-04229 CNBL & CSBL	
DESIGNATION	
2001604 & 2001605	
SURVEY BOOK	SHEETS
ELECTRONIC	1 of 64
CONTRACT	PROJECT
R-41529	1700135

R-41529 - PART 10 OF 18

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PROJECT	DESIGNATION
1700135	2001607
CONTRACT	BRIDGE FILE
R-41529	I65-028-04232 B

INDIANA DEPARTMENT OF TRANSPORTATION

Due to file size, Plans Have Been Placed In Separate Files

STRUCTURE	TYPE	SPAN AND SKEW	OVER	STATION
I65-028-04232 B	CONTINUOUS COMPOSITE STEEL BEAM BRIDGE	4 Spans: 42'-8 5/16" 68'-0", 68'-0", 42'-8 5/16" Skew: 16°00'00" Lt.	I-65	12+35.8 "S-12-Q"

KIN DESIGNATION NUMBERS		
DESIGNATION	DESCRIPTION	BRIDGE FILE
1600729	I-65 NB over Caney Fork	I65-017-04222 ENBL
1600733	I-65 SB over Caney Fork	I65-017-04222 ESBL
1600744	I-65 NB over Blue Lick Creek	I65-016-04220 ENBL
1600750	I-65 SB over Blue Lick Creek	I65-016-04220 ESBL
1700135 (LEAD)	I65 Roadway Reconstruction	
2001600	I-65 SB over Brownstown Road	I65-021-09939 ANBL
2001601	I-65 NB over Brownstown Road	I65-021-09939 ASBL
2001603	County Line Road over I-65	I65-023-04227B
2001604	I-65 NB over Pigeon Roost Creek	I65-024-04229 CNBL
2001605	I-65 SB over Pigeon Roost Creek	I65-024-04229 CSBL
2001607	Lake Road over I-65	I65-028-04232B

CULVERT ASSETS		
DES. NO.	CULVERT ASSET ID	WORK TYPE
2001593	CV I65-072-26.20	Small Structure Replacement
2001594	CV I65-072-25.05	Small Structure Replacement
2001595	CV I65-010-22.77	Small Structure Replacement
2001596	CV I65-072-25.83	Small Structure Replacement
2001597	CV I65-010-22.65	Small Structure Replacement
2001598	CV I65-010-19.90	Small Structure Replacement
2001599	CV I65-010-18.35	Small Structure Replacement

CULVERT ASSETS LESS THAN 48 IN. DIAMETER		
ASSET ID	PROJECT STR. NO.	Mile Marker
CLV-89199	70	21+85
CLV-89201	70-A	21+95
CLV-89203	70-B	22+17
CLV-89207	71	22+23
CLV-89209	75	23+28
CLV-89211	76	24+80
CLV-89217	77	24+97
CLV-77575	80	26+04
CLV-89219	82	26+41
CLV-77574	83	26+54
CLV-89221	84	26+84
CLV-77573	85	27+60
CLV-77572	86	27+81
CLV-77571	87	28+01
CLV-89223	89	28+84

BRIDGE REHABILITATION PLANS

FOR SPANS OVER 20 FEET

ROUTE: LAKE ROAD AT: RP 28+23

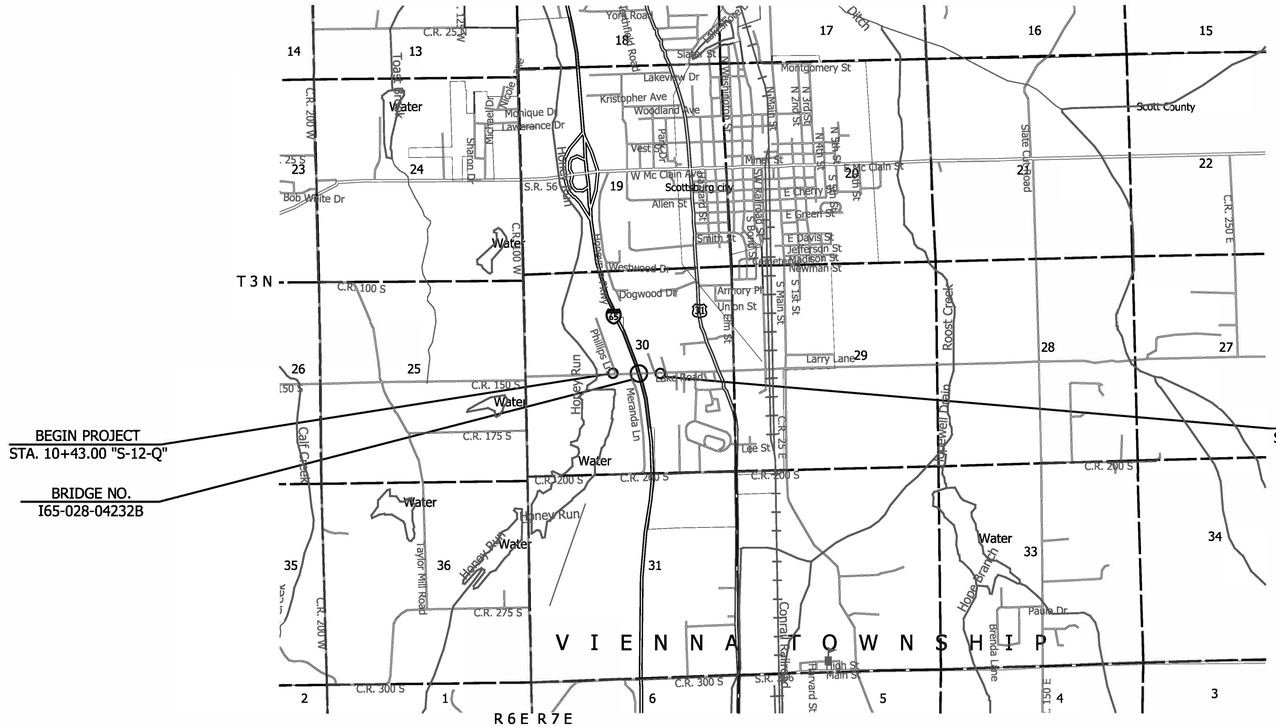
PROJECT NO. 2001607 P.E.

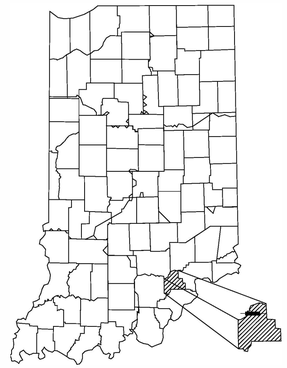
NO ADDITIONAL RIGHT-OF-WAY REQUIRED FOR THIS PROJECT

R/W

1700135 CONST.

This Bridge Superstructure replacement is on Lake Road over I-65 located approximately 1.06 miles South of State Road 56 in Section 30, T 3 N, R 7 E Vienna Township, Scott County, Indiana. (38° 40' 15" N, 85° 47' 01" W)





PROJECT LOCATION SHOWN BY
SCOTT COUNTY

LATITUDE: 38°40'15" N LONGITUDE: 85°47'01" W

BRIDGE LENGTH:	0.042	MI.
ROADWAY LENGTH:	0.029	MI.
TOTAL LENGTH:	0.071	MI.
MAX. GRADE:	2.95	%

TRAFFIC DATA	LAKE ROAD	
A.A.D.T. 2023	2400	V.P.D.
A.A.D.T. 2043	2480	V.P.D.
D.H.V	235	V.P.H.
DIRECTIONAL DISTRIBUTION	51	%
TRUCKS	1.0 %	A.A.D.T.
	1.2 %	D.H.V.

DESIGN DATA

DESIGN SPEED	45	M.P.H.
PROJECT DESIGN CRITERIA	3R NON-FREEWAY	
FUNCTIONAL CLASSIFICATION	MAJOR COLLECTOR	
RURAL/URBAN	URBAN (SUBURBAN)	
TERRAIN	LEVEL	
ACCESS CONTROL	NONE	

INDIANA DEPARTMENT OF TRANSPORTATION
STANDARD SPECIFICATIONS DATED 2022
TO BE USED WITH THESE PLANS.

R-41529 - PART 11 OF 18

AMERICAN STRUCTUREPOINT INC.
9025 RIVER ROAD, SUITE 200
INDIANAPOLIS, IN 46240
TEL 317.547.5580 FAX 317.543.0270
www.structurepoint.com

PLANS PREPARED BY: American Structurepoint, Inc. (317) 547-5580 PHONE NUMBER

CERTIFIED BY: DATE

APPROVED FOR LETTING: INDIANA DEPARTMENT OF TRANSPORTATION DATE

BRIDGE FILE
I65-028-04232 B
DESIGNATION
2001607

SURVEY BOOK	SHEETS		
ELECTRONIC	1	of	32
CONTRACT	PROJECT		
R-41529	1700135		

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Appendix C:

Early Coordination

INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 233-6795

Eric J. Holcomb, Governor
Joe McGuinness, Commissioner

March 2, 2021

Clark County Commissioners
501 East Court Avenue
Jeffersonville, IN 47130

Sample Early Coordination Letter

Re: Contract R-41529, Lead Des 1700135, I-65 Added Travel Lanes, in Clark and Scott Counties, Indiana.

Dear Clark County Commissioners:

The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) intend to proceed with a project involving the I-65 Added Travel Lanes in Clark and Scott Counties, Indiana. This letter is part of the early coordination phase of the environmental review process. As the agent for INDOT, Beam, Longest, and Neff (BLN), we request you review the enclosed information and provide a written evaluation of potential impacts upon those resources under your jurisdiction. **Please use the referenced designation numbers and description in your reply.** We will incorporate your comments into a study of the project's environmental impacts.

This project is located on I-65, from 0.5 miles north of Blue Lick Road to 0.5 mile south of State Road (SR) 56 in Clark and Scott Counties, Indiana. The existing I-65 roadway facility is designated as part of Indiana's Interstate system and is part of the National Highway System and the National Truck Network. This project is located within urban and rural areas in level terrain.

I-65 is a limited-access divided freeway with a design speed of 70 miles per hour (mph). The existing I-65 northbound and southbound cross sections have similar layout with a paved width that is approximately 38 feet that consist of two 12-foot-wide travel lanes (two northbound lanes and two southbound lanes) divided by a 60-foot-wide grass median. Paved 10-foot-wide shoulders are provided along the outside travel lanes with guardrail. Paved 4-foot-wide shoulders are located adjacent to the inside travel lanes.

The proposed project consists of full mainline replacement and one added travel lane northbound and southbound on the median. The proposed I-65 northbound and southbound cross sections will have a similar layout with a paved width that is approximately 62 feet that consists of three 12-foot-wide travel lanes separated by a 2-foot 6-inch-wide concrete median barrier. Paved 12-foot shoulders are provided along the outside travel lanes. Paved 14-foot-wide shoulders are located adjacent to the inside travel lanes.

From 2.3 miles south of SR 56 to 0.5 mile south of SR 56, the proposed project consists of full mainline replacement, but without the added travel lane. The proposed I-65 NB and SB cross-section will have a similar layout with a paved width that is approximately 44 feet that

consists of two 12-foot-wide travel lanes (2 NB, 2 SB) separated by a 54-ft 6-in wide grass median. Paved 12-foot shoulders are provided along the outside travel lanes and paved 8-ft shoulders are located adjacent to the inside travel lanes. Guardrail will be provided as necessary along the corridor as required.

The project is approximately 12.7 miles long and located on I-65 from 0.5 mile north of Blue Lick Road to 0.5 miles south of SR 56. It is anticipated the replacement of existing small drainage structures and various bridge work on structures that includes superstructure replacement, widening, and deck overlays. All bridge structures and small drainage structures are included below in Tables 1 and 2. Several small structures that are under 30-inches will be replaced throughout the project area.

Table 1. Small Structure

Des No.	Culvert No.	Termini	Work Type
2001593	I65-072-26.20	I-65 6.97 miles N of SR 160	Small Structure Pipe Lining
2001594	I65-072-25.05	I-65 5.82 miles N of SR 160	Small Structure Pipe Lining
2001595	I65-010-22.77	I-65 3.54 miles N of SR 160	Small Structure Replacement
2001596	I65-072-25.83	I-65 6.60 miles N of SR 160	Small Structure Replacement
2001597	I65-010-22.65	I-65 3.42 miles N of SR 160	Small Structure Pipe Lining
2001598	I65-010-19.90	I-65 0.67 miles N of SR 160	Small Structure Pipe Lining
2001599	I65-010-18.35	I-65 9.21 miles N of SR 160	Small Structure Pipe Lining

Table 2. Bridge Structures

Des No.	Bridge No.	Termini	Work Type
2001604, 2001605	I65-24-4229A	I-65 NB and SB over Pigeon Roost Creek	Widening and Bridge Deck Overlay
1600729, 1600733	I65-17-4222D	I-65 NB and SB over Caney Fork Creek	Widening and Superstructure Replacement
2001600, 2001601	I65-21-4225D	I-65 at Brownstown Road (NB and SB)	Widening
2001603	I65-23-4227A	County Line Road over I-65	Superstructure Replacement
2001607	I65-28-4232A	Lake Road Bridge over I-65	Superstructure Replacement
1600744, 1600750	I65-16-4220D	I-65 NB and SB over Blue Lick Creek	Superstructure Replacement

The preferred method of traffic maintenance is anticipated to consist of three distinct phases. A minimum of two travel lanes in each direction will be maintained except for short duration pr-phrase construction activities when a single lane closure is required; single-lane closures will only be implemented during nighttime hours, in accordance with pre-approved times as listed in the INDOT Interstate Highway Congestion Policy. During Phase 1, traffic will be shifted towards each of the outside shoulders while construction of the median is completed. During Phase 2, all northbound and southbound traffic will be shifted to one side of the proposed median barrier while the opposite side of the median barrier is constructed. During Phase 3, all northbound and southbound traffic while be shifted onto pavement constructed during Phase 2. The remaining pavement will be constructed in Phase 3. Open completion of Phase 3, all lanes will be open to traffic and unrestricted. All work

will take place within the existing INDOT owned right-of-way. No temporary or permanent right-of-way is anticipated for the project. The anticipated letting date of the project is Summer 2023.

Land use in the vicinity of the project is primarily undeveloped wooded land and agricultural fields. There are residential homes and businesses throughout the project area. A Waters of the US Report (WOUSR) will be prepared including wetland determinations as appropriate. The Waters of the US Report will be reviewed by the INDOT Ecology and Waterway Permitting Office. This project qualifies for the application of the USFWS range-wide programmatic informal consultation for the Indiana bat and northern long-eared bat and project information will be submitted through USFWS's Information for Planning and Consultation (IPaC) separately. In addition, BLN will have Qualified Professionals (QPs) to investigate the right-of-way for archaeological and historic resources for compliance with Section 106 of the National Historic Preservation Act (NHPA). The results of this investigation will be forwarded to the Indiana State Historic Preservation Officer (IN SHPO) for review and concurrence.

Should we not receive your response **within 30 calendar days** of the date of this letter, it will be assumed that your agency has no comment on potential adverse effects as a result of the proposed project. However, if an extension to the response time is necessary, a reasonable amount may be granted upon request. If you have any questions, or if we can be of any further assistance, please contact either Karlei Metcalf, INDOT Project Manager at kmetcalf@indot.in.gov or telephone 812-524-3792 or Brook Earl at bearl@b-l-n.com or telephone 317-806-3028. Thank you in advance for your input.

Sincerely,

Brook Earl

Brook Earl
Environmental Analyst
Beam, Longest, and Neff

Attachments:
Mailing List
Maps (Location, Topographic, and Aerial)
Ground Level Photos

Indiana Department of Environmental Management

We Protect Hoosiers and Our Environment.

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

Indiana Department of Transportation
Brad Williamson
100 N Senate Ave
Indianapolis , IN 46204

Beam, Longest and Neff
Brook Earl
8320 Craig St
Indianapolis , IN 46250

Date

To Engineers and Consultants Proposing Roadway Construction Projects:

RE: This project is located on I-65, from 0.5 miles north of Blue Lick Road to 0.5 mile south of State Road (SR) 56 in Clark and Scott Counties, Indiana. The proposed project consists of full mainline replacement and one added travel lane northbound and southbound on the median. The proposed I-65 northbound and southbound cross sections will have a similar layout with a paved width that is approximately 62 feet that consists of three 12-foot-wide travel lanes separated by a 2-foot 6-inch-wide concrete median barrier. Paved 12-foot shoulders are provided along the outside travel lanes. Paved 14-footwide shoulders are located adjacent to the inside travel lanes. From 2.3 miles south of SR 56 to 0.5 mile south of SR 56, the proposed project consists of full mainline replacement, but without the added travel lane. The proposed I-65 NB and SB cross-section will have a similar layout with a paved width that is approximately 44 feet that consists of two 12-foot-wide travel lanes (2 NB, 2 SB) separated by a 54-ft 6-in wide grass median. Paved 12-foot shoulders are provided along the outside travel lanes and paved 8-ft shoulders are located adjacent to the inside travel lanes. Guardrail will be provided as necessary along the corridor as required. It is anticipated the replacement of existing small drainage structures and various bridge work on structures that includes superstructure replacement, widening, and deck overlays. The preferred method of traffic maintenance is anticipated to consist of three distinct phases. A minimum of two travel lanes in each direction will be maintained except for short duration pr-phrase construction activities when a single lane closure is required; single-lane closures will only be implemented during nighttime hours, in accordance with pre-approved times as listed in the INDOT Interstate Highway Congestion Policy. During Phase 1, traffic will be shifted towards each of the outside shoulders while construction of the median is completed. During Phase 2, all northbound and southbound traffic will be shifted to one side of the proposed median barrier while the opposite side of the median barrier is constructed. During Phase 3, all northbound and southbound traffic while be shifted onto pavement constructed during Phase 2. The remaining pavement will be constructed in Phase 3. Open completion of Phase 3, all lanes will be open to traffic and unrestricted. All work will take place within the existing INDOT owned right-of-way. No temporary or permanent right-of-way is anticipated for the project. The anticipated letting date of the project is Summer 2023.

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

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

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

WATER AND BIOTIC QUALITY

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

   USACE recommends that you have a consultant check to determine whether your project will abut, or lie within, a wetland area. To view a list of consultants that have requested to be included on a list posted by the USACE on their Web site, see USACE Permits and Public Notices (http://www.lrl.usace.army.mil/orf/default.asp) (http://www.lrl.usace.army.mil/orf /default.asp (http://www.lrl.usace.army.mil/orf/default.asp)) and then click on "Information" from the menu on the right-hand side of that page. Their "Consultant List" is the fourth entry down on the "Information" page. Please note that the USACE posts all consultants that request to appear on the list, and that inclusion of any particular consultant on the list does not represent an endorsement of that consultant by the USACE, or by IDEM.

   Much of northern Indiana (Newton, Lake, Porter, LaPorte, St. Joseph, Elkhart, LaGrange, Steuben, and Dekalb counties; large portions of Jasper, Starke, Marshall, Noble, Allen, and Adams counties; and lesser portions of Benton, White, Pulaski, Kosciusko, and Wells counties) is

served by the USACE District Office in Detroit (313-226-6812). The central and southern portions of the state (large portions of Benton, White, Pulaski, Kosciosko, and Wells counties; smaller portions of Jasper, Starke, Marshall , Noble, Allen, and Adams counties; and all other Indiana counties located in north-central, central, and southern Indiana) are served by the USACE Louisville District Office (502-315-6733).

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

2. In the event a Section 404 wetlands permit is required from the USACE, you also must obtain a Section 401 Water Quality Certification from the IDEM Office of Water Quality Wetlands Program. To learn more about the Wetlands Program, visit: http://www.in.gov/idem/4384.htm (http://www.in.gov/idem/4384.htm).

3. If the USACE determines that a wetland or other water body is isolated and not subject to Clean Water Act regulation, it is still regulated by the state of Indiana . A State Isolated Wetland permit from IDEM's Office of Water Quality (OWQ) is required for any activity that results in the discharge of dredged or fill materials into isolated wetlands. To learn more about isolated wetlands, contact the OWQ Wetlands Program at 317-233-8488.

4. If your project will involve over a 0.5 acre of wetland impact, stream relocation, or other large-scale alterations to water bodies such as the creation of a dam or a water diversion, you should seek additional input from the OWQ Wetlands Program staff. Consult the Web at: http://www.in.gov/idem/4384.htm (http://www.in.gov/idem/4384.htm) for the appropriate staff contact to further discuss your project.

5. Work within the one-hundred year floodway of a given water body is regulated by the Department of Natural Resources, Division of Water. The Division issues permits for activities regulated under the follow statutes:
    - IC 14-26-2 Lakes Preservation Act 312 IAC 11
    - IC 14-26-5 Lowering of Ten Acre Lakes Act No related code
    - IC 14-28-1 Flood Control Act 310 IAC 6-1
    - IC 14-29-1 Navigable Waterways Act 312 IAC 6
    - IC 14-29-3 Sand and Gravel Permits Act 312 IAC 6
    - IC 14-29-4 Construction of Channels Act No related code

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

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

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

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

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

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

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

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

7. For projects involving impacts to fish and botanical resources, contact the Department of Natural Resources - Division of Fish and Wildlife (317/232-4080) for addition project input.

8. For projects involving water main construction, water main extensions, and new public water supplies, contact the Office of Water Quality - Drinking Water Branch (317-308-3299) regarding the need for permits.

9. For projects involving effluent discharges to waters of the State of Indiana , contact the Office of Water Quality - Permits Branch (317-233-0468) regarding the need for a National Pollutant Discharge Elimination System (NPDES) permit.

10. For projects involving the construction of wastewater facilities and sewer lines, contact the Office of Water Quality - Permits Branch (317-232-8675) regarding the need for permits.

AIR QUALITY

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

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

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

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

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

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

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

To learn more about radon, radon risks, and ways to reduce exposure visit: http://www.in.gov/isdh/regsvcs/radhealth/radon.htm (http://www.in.gov/isdh/regsvcs/radhealth/radon.htm), http://www.in.gov/idem/4145.htm (http://www.in.gov/idem/4145.htm), or http://www.epa.gov/radon/index.html (http://www.epa.gov/radon/index.html).

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

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

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

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

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

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

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

5. Ensure that asphalt paving plants are permitted and operate properly. The use of cutback asphalt, or asphalt emulsion containing more than seven percent (7%) oil distillate, is prohibited during the months April through October. See 326 IAC 8-5-2 , Asphalt Paving Rule (http://www.ai.org/legislative/iac/T03260/A00080.PDF (http://www.ai.org/legislative/iac/T03260/A00080.PDF)).

6. If your project involves the construction of a new source of air emissions or the modification of an existing source of air emissions or air pollution control equipment, it will need to be reviewed by the IDEM Office of Air Quality (OAQ). A registration or permit may be required under 326 IAC 2 (View at: www.ai.org/legislative/iac/t03260/a00020.pdf (http://www.ai.org/legislative/iac/t03260/a00020.pdf).) New sources that use or emit hazardous air pollutants may be subject to Section 112 of the Clean Air Act and corresponding state air regulations governing hazardous air pollutants.

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

LAND QUALITY

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

1. If the site is found to contain any areas used to dispose of solid or hazardous waste, you need to contact the Office of Land Quality (OLQ)at 317-308-3103.

2. All solid wastes generated by the project, or removed from the project site, need to be taken to a properly permitted solid waste processing or disposal facility. For more information, visit http://www.in.gov/idem/4998.htm (http://www.in.gov/idem/4998.htm).

3. If any contaminated soils are discovered during this project, they may be subject to disposal as hazardous waste. Please contact the OLQ at 317-308-3103 to obtain information on proper disposal procedures.

4. If PCBs are found at this site, please contact the Industrial Waste Section of OLQ at 317-308-3103 for information regarding management of any PCB wastes from this site.

5. If there are any asbestos disposal issues related to this site, please contact the Industrial Waste Section of OLQ at 317-308-3103 for information regarding the management of asbestos wastes (Asbestos removal is addressed above, under Air Quality).

6. If the project involves the installation or removal of an underground storage tank, or involves contamination from an underground storage tank, you must contact the IDEM Underground Storage Tank program at 317/308-3039. See: http://www.in.gov/idem/4999.htm (http://www.in.gov/idem/4999.htm).

FINAL REMARKS

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

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

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

Signature(s) of the Applicant

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

Project Description

This project is located on I-65, from 0.5 miles north of Blue Lick Road to 0.5 mile south of State Road (SR) 56 in Clark and Scott Counties, Indiana. The proposed project consists of full mainline replacement and one added travel lane northbound and southbound on the median. The proposed I-65 northbound and southbound cross sections will have a similar layout with a paved width that is approximately 62 feet that consists of three 12-foot-wide travel lanes separated by a 2-foot 6-inch-wide concrete median barrier. Paved 12-foot shoulders are provided along the outside travel lanes. Paved 14-footwide shoulders are located adjacent to the inside travel lanes. From 2.3 miles south of SR 56 to 0.5 mile south of SR 56, the proposed project consists of full mainline replacement, but without the added travel lane. The proposed I-65 NB and SB cross-section will have a similar layout with a paved width that is approximately 44 feet that consists of two 12-foot-wide travel lanes (2 NB, 2 SB) separated by a 54-ft 6-in wide grass median. Paved 12-foot shoulders are provided along the outside travel lanes

and paved 8-ft shoulders are located adjacent to the inside travel lanes. Guardrail will be provided as necessary along the corridor as required. It is anticipated the replacement of existing small drainage structures and various bridge work on structures that includes superstructure replacement, widening, and deck overlays. The preferred method of traffic maintenance is anticipated to consist of three distinct phases. A minimum of two travel lanes in each direction will be maintained except for short duration pr-phrase construction activities when a single lane closure is required; single-lane closures will only be implemented during nighttime hours, in accordance with pre-approved times as listed in the INDOT Interstate Highway Congestion Policy. During Phase 1, traffic will be shifted towards each of the outside shoulders while construction of the median is completed. During Phase 2, all northbound and southbound traffic will be shifted to one side of the proposed median barrier while the opposite side of the median barrier is constructed. During Phase 3, all northbound and southbound traffic while be shifted onto pavement constructed during Phase 2. The remaining pavement will be constructed in Phase 3. Open completion of Phase 3, all lanes will be open to traffic and unrestricted. All work will take place within the existing INDOT owned right-of-way. No temporary or permanent right-of-way is anticipated for the project. The anticipated letting date of the project is Summer 2023.

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

Date: 11/4/2021

Signature of the INDOT
Project Engineer or Other Responsible Agent
Brad Williamson

Brad Williamson

Date: 11/4/21

Signature of the
For Hire Consultant Brook Earl

Brook Earl

THIS IS NOT A PERMIT

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

DNR #: ER-23506 **Request Received:** March 2, 2021

Requestor: Beam, Longest and Neff, LLC
Brook Earl
8320 Craig Street
Indianapolis, IN 46250

Project: I-65 added travel lanes from 0.5 mile north of Blue Lick Road to 0.5 mile south of SR 56, several small structure replacements, and various bridge work; Lead Des #1700135, Contract R-41529

County/Site info: Clark - Scott

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

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

Regulatory Assessment: This proposal may require the formal approval(s) of our agency pursuant to the Flood Control Act (IC 14-28-1) for any proposal to construct, excavate, or fill in or on the floodway of a stream or other flowing waterbody which has a drainage area greater than one square mile, unless it qualifies for a bridge exemption (see enclosure) or qualifies under the INDOT and IDNR Memorandum of Understanding for Maintenance Activity Exemption, dated March 1997. Please include a copy of this letter with the permit application(s), if required.

Natural Heritage Database: The Natural Heritage Program's data have been checked.
To date, no plant or animal species listed as state or federally threatened, endangered, or rare have been reported to occur in the project vicinity. However, Clark State Forest and White Oak Nature Preserve, both DNR properties, are located within 1/2 mile of the southern portion of the project area. The Division of Nature Preserves does not anticipate any impacts to the preserve as a result of this project.

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

1) Crossing Structures:
For purposes of maintaining fish 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 bankful width); maintain the natural stream substrate within the structure; have a minimum openness ratio (height x width / length) of 0.25; and have stream depth and water velocities during low-flow conditions that are approximate to those in the natural stream channel.

Attachments: A - Bridge Exemption Criteria

Sump depth for a pipe or box culvert should be increased/adjusted to match the structure's design life according to the background rate of bed degradation/downcutting so that the culvert does not become perched long before the culvert requires replacement. Culvert width and gradient should be appropriate for the site conditions so that flows do not scour out material from the culvert. Stream simulation design should be applied with any crossing structure. Additional information is available in Publication No. FHWA-HIF-11-008, Federal Highway Administration, Culvert Design for Aquatic Organism Passage, October 2010 (http://www.fhwa.dot.gov/engineering/hydraulics/pubs/11008/hif11008.pdf).

Any riprap placed at a culvert's outlet should match the outlet/invert elevation at the upstream edge of the riprap apron. Smaller stone and fines should be mixed in to match the existing stream substrate particle distribution and provide impermeability of the riprap apron/substrate so the flow does not percolate through the voids below the riprap apron's surface. The slope of the riprap should be no steeper than 20:1 from the lip of the culvert pipe to the streambed. Riprap on the inlet side should have a slope no steeper than 5:1. Natural streambed material should be backfilled within the structure where possible as it can provide refuge for species using the culvert. Natural bed materials such as large cobble and boulders should be placed within the structure (anchored if necessary) to provide flow diversity and roughness/energy dissipation.

Any riprap placed within a 3-sided culvert, single span bridge, or other structure type having no floor, should not extend from the edge of the structure more than 3 feet on each side to protect the footings. Where a crossing structure does not have any dry land suitable for wildlife passage at the edges, (for example water extending to both side-walls edges of a box or 3-sided culvert), the structure's edges should have a wedge of smooth-surfaced material suitable for wildlife use.

2) Wildlife Passage:
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 current conditions. A level area of natural ground under the structure is ideal for wildlife passage. If channel clearing will result in a flat bench area above the normal water level under the structure, this area should allow wildlife passage and should remain free of riprap and other similar materials that can impair wildlife passage.

Minimize the use of riprap and use alternative erosion protection materials whenever possible. 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). Where riprap must be used, we recommend placing only enough riprap to provide stream bank toe protection, such as from the toe of the bank up to the ordinary high water mark (OHWM). The banks above the OHWM should be restored, stabilized, and revegetated using geotextiles and a mixture of grasses, sedges, wildflowers, shrubs, and trees native to the area and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion.

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. If hard armoring is needed, wildlife passage can be facilitated by using a smooth-surfaced armoring material instead of riprap, such as articulated concrete block mats, fabric-formed concrete mats, or other similar smooth-surfaced material.

Attachments: A - Bridge Exemption Criteria

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.

3) In-Stream Excavation:
If any in-channel work is required it should be done during the dry, low-water season (typically in mid- to late-summer) to minimize the risk of silt-contaminated runoff entering the creek or of high flows washing over areas of bare and disturbed soil.

4) Riparian Habitat:
We recommend a mitigation plan be developed (and submitted with the permit application, if required) for any unavoidable habitat impacts that will occur. All planting plans, mitigation plans and/or woody revegetation plans need to be developed following the DNR's Habitat Mitigation guidelines (and plant lists) which 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.

The mitigation site should be located in the floodway, downstream of the one (1) square mile drainage area of that stream (or another stream within the 8-digit HUC, preferably as close to the impact site as possible) and adjacent to existing forested riparian habitat.

5) Wetland Habitat:
Due to the presence or potential presence of wetland habitat on site, we recommend contacting and coordinating with the Indiana Department of Environmental Management (IDEM) 401 program and also the US Army Corps of Engineers (USACE) 404 program. Impacts to wetland habitat should be mitigated at the appropriate ratio according to the 1991 INDOT/IDNR/USFWS Memorandum of Understanding.

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 with a mixture of native grasses, sedges, wildflowers, and also native hardwood trees and shrubs if any woody plants are disturbed during construction as soon as possible upon completion. Do not use any varieties of Tall Fescue or other non-native plants, including prohibited invasive species (see 312 IAC 18-3-25).
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

Attachments: A - Bridge Exemption Criteria

(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. Use minimum average 6 inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids.
8. Plant native hardwood trees along the top of the bank and right-of-way to replace the vegetation destroyed during construction.
9. 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.
10. Seed and protect all disturbed streambanks and slopes not protected by other methods that are 3:1 or steeper with erosion control blankets that are heavy-duty, biodegradable, and net free or that use loose-woven / Leno-woven netting to minimize the entrapment and snaring of small-bodied wildlife such as snakes and turtles (follow manufacturer's recommendations for selection and installation); seed and apply mulch on all other disturbed areas.

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

Christie L. Stanifer **Date:** April 1, 2021

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

Attachments: A - Bridge Exemption Criteria

INDIANA
GEOLOGICAL SURVEY

Organization and Project Information

Project ID:
Des. ID: Lead Des 1700135
Project Title: I-65 Added Travel Lanes
Name of Organization: Beam, Longest and Neff
Requested by: Brook Earl

Environmental Assessment Report

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

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

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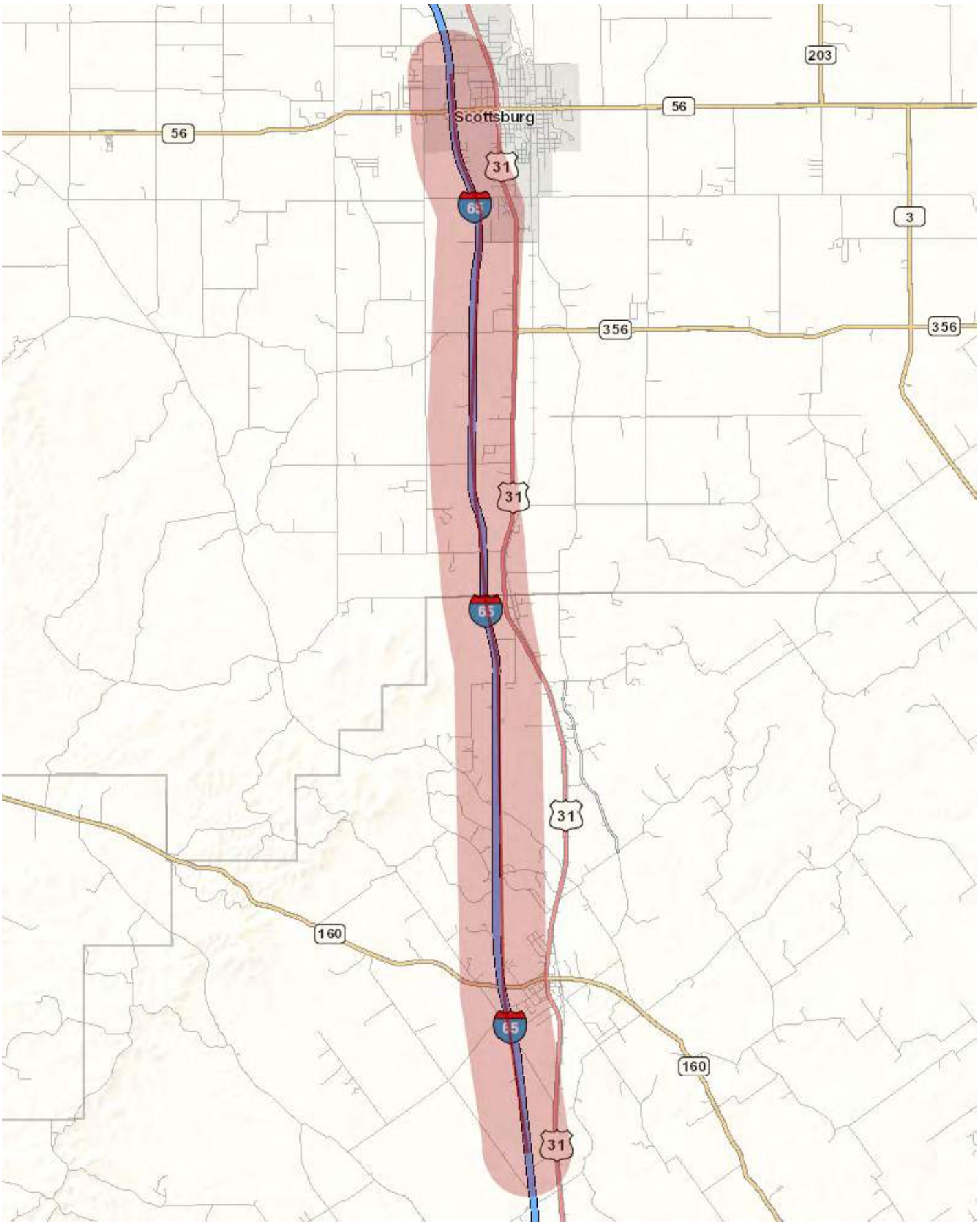
This information was furnished by Indiana Geological Survey
Address: 420 N. Walnut St., Bloomington, IN 47404
Email: IGSEnvir@indiana.edu
Phone: 812 855-7428

C-17

Date: March 02, 2021

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Metadata:

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

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U.S. Department of Homeland Security
United States Coast Guard

Commander
Ninth Coast Guard District

1240 E 9th St
Cleveland, OH 44199
Staff Symbol: (dpb)
Phone: (216) 902-6867
Fax: (216) 902-6088
Email: william.b.stanifer@uscg.mil

16590
March 10, 2021
B-047/mow

Brook Earl
Beam, Longest, and Neff
8320 Craig Street
Indianapolis, IN 46250

Dear Brook:

We are responding to your March 2, 2021 letter and e-mail regarding the widening and bridge deck overlay for the bridge carrying I-65 over Pigeon Roost Creek, the widening and superstructure replacement of the bridge carrying I-65 over Caney Fork Creek, and the superstructure replacement carrying I-65 over Blue Lick Creek. Each of these projects are part of a greater lane addition project on I-65 in Clark and Scott Counties, Indiana. (Des. No 1700135).

After reviewing the information you provided, the project does not appear to be located over a waterway where the Coast Guard exercises jurisdiction. Therefore, unless additional information is provided that clarifies the need for review by the Coast Guard, additional coordination is not necessary for this project.

Though this project does not require a Coast Guard Bridge Permit or further coordination with this office, you may need to comply with the requirements of other federal, state, or local agencies. Please ensure satisfaction with these requirements.

If you require further assistance, please contact Mr. Walker at (216) 902-6087 or michael.o.walker2@uscg.mil.

Sincerely,

W. B. STANIFER
Chief, Bridge Branch
U. S. Coast Guard
By direction

USDA
United States Department of Agriculture

Natural Resources Conservation Service
Indiana State Office
6013 Lakeside Boulevard
Indianapolis, IN 46278
317-290-3200

March 22, 2021

Brook Earl
Beam, Longest and Neff, L.L.C.
8320 Craig Street
Indianapolis, Indiana 46250

Dear Ms. Earl:

The proposed project to add one travel lane, northbound and southbound, along I-65 in Clark and Scott Counties, Indiana (Des. No. 1700135), as referred to in your letter received March 2, 2021 will not cause a conversion of prime farmland.

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

Sincerely,

RICHARD NEILSON
Digitally signed by RICHARD NEILSON
Date: 2021.03.24 15:33:10 -04'00'

RICK NEILSON
State Soil Scientist

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United States Department of the Interior

FISH AND WILDLIFE SERVICE
Indiana Ecological Services Field Office
620 South Walker Street
Bloomington, IN 47403-2121
Phone: (812) 334-4261 Fax: (812) 334-4273
http://www.fws.gov/midwest/Endangered/section7/s7process/step1.html

In Reply Refer To: September 13, 2021
Consultation Code: 03E12000-2021-SLI-1848
Event Code: 03E12000-2021-E-09430
Project Name: Des 1700135, Added Travel Lanes on I-65 From 0.5 mi North of Blue Lick Road to 0.5 mi South of SR 56

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

To Whom It May Concern:

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

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

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

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

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

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

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

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

Attachment(s):

- Official Species List

Official Species List

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

This species list is provided by:

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

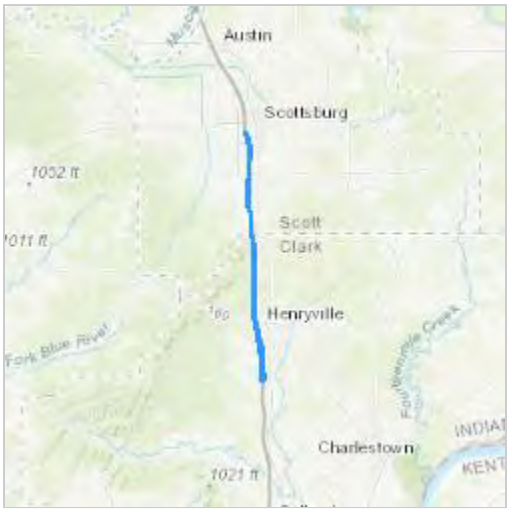
Project Summary

Consultation Code: 03E12000-2021-SLI-1848
Event Code: Some(03E12000-2021-E-09430)
Project Name: Des 1700135, Added Travel Lanes on I-65 From 0.5 mi North of Blue Lick Road to 0.5 mi South of SR 56
Project Type: TRANSPORTATION
Project Description: The proposed project for Lead Des 1700135 (multiple des numbers), is located on I-65, from 0.5 mile North of Blue Lick Road to 0.5 mile South of State Road (SR) 65 in Clark and Scott Counties, Indiana. The proposed project consists of full mainline replacement and one added travel lane northbound and southbound on the median. It is anticipated the replacement of existing small drainage structures and various bridge work on structures that includes superstructure replacement, widening, and deck overlays. Several small structures that are under 30-inches will be replaced through the project area. No temporary or permanent right-of-way is anticipated for the project. There is suitable summer habitat located within the project area. It is anticipated that approximately 6 acres of tree clearing will occur along the 12.7-mile-long project area.

The review of the USFWS database on June 24, 2020, did indicate the capture of two endangered bats within the 0.5 mile of the project area. Tree clearing restrictions will be extended from April 1 to November 15. All culvert and bridge inspections were conducted on July 27, 2021, and no evidence of bats or birds were found. Temporary lighting may be used for this project. The project scheduled letting date is Summer 2023 with construction anticipated to begin in 2024.

Project Location:

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@38.5887666,-85.77906540860513,14z



Counties: Clark and Scott counties, Indiana

Endangered Species Act Species

There is a total of 4 threatened, endangered, or candidate species on this species list.

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

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

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

---

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

Mammals

NAME	STATUS
Gray Bat *Myotis grisescens* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6329	Endangered
Indiana Bat *Myotis sodalis* There is **final** critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/5949	Endangered
Northern Long-eared Bat *Myotis septentrionalis* No critical habitat has been designated for this species. This species only needs to be considered under the following conditions: ▪ Incidental take of the NLEB is not prohibited here. Federal agencies may consult using the 4(d) rule streamlined process. Transportation projects may consult using the programmatic process. See www.fws.gov/midwest/endangered/mammals/nleb/index.html Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened

Insects

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

Critical habitats

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

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Indiana Ecological Services Field Office
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Bloomington, IN 47403-2121
Phone: (812) 334-4261 Fax: (812) 334-4273
http://www.fws.gov/midwest/Endangered/section7/s7process/step1.html

In Reply Refer To: September 28, 2021
Consultation code: 03E12000-2021-I-1848
Event Code: 03E12000-2021-E-09914
Project Name: Des 1700135, Added Travel Lanes on I-65 From 0.5 mi North of Blue Lick Road to 0.5 mi South of SR 56

Subject: Concurrence verification letter for the 'Des 1700135, Added Travel Lanes on I-65 From 0.5 mi North of Blue Lick Road to 0.5 mi South of SR 56' project under the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request to verify that the **Des 1700135, Added Travel Lanes on I-65 From 0.5 mi North of Blue Lick Road to 0.5 mi South of SR 56** (Proposed Action) may rely on the concurrence provided in the February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C 1531 *et seq.*).

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

The Service has 14 calendar days to notify the lead Federal action agency or designated non-federal representative if we determine that the Proposed Action does not meet the criteria for a NLAA determination under the PBO. If we do not notify the lead Federal action agency or designated non-federal representative within that timeframe, you may proceed with the Proposed Action under the terms of the NLAA concurrence provided in the PBO. This verification period allows Service Field Offices to apply local knowledge to implementation of the PBO, as we may

identify a small subset of actions having impacts that were unanticipated. In such instances, Service Field Offices may request additional information that is necessary to verify inclusion of the proposed action under the PBO.

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

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

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

- Gray Bat *Myotis grisescens* Endangered
- Monarch Butterfly *Danaus plexippus* Candidate

Project Description

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

Name

Des 1700135, Added Travel Lanes on I-65 From 0.5 mi North of Blue Lick Road to 0.5 mi South of SR 56

Description

The proposed project for Lead Des 1700135 (multiple des numbers), is located on I-65, from 0.5 mile North of Blue Lick Road to 0.5 mile South of State Road (SR) 65 in Clark and Scott Counties, Indiana. The proposed project consists of full mainline replacement and one added travel lane northbound and southbound on the median. It is anticipated the replacement of existing small drainage structures and various bridge work on structures that includes superstructure replacement, widening, and deck overlays. Several small structures that are under 30-inches will be replaced through the project area. No temporary or permanent right-of-way is anticipated for the project. There is suitable summer habitat located within the project area. It is anticipated that approximately 6 acres of tree clearing will occur along the 12.7-mile-long project area.

The review of the USFWS database on June 24, 2020, did indicate the capture of two endangered bats within the 0.5 mile of the project area. Tree clearing restrictions will be extended from April 1 to November 15. All culvert and bridge inspections were conducted on July 27, 2021 (see uploaded tables), and no evidence of bats or birds were found. Temporary lighting may be used for this project. The project scheduled letting date is Summer 2023 with construction anticipated to begin in 2024.

Determination Key Result

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

Qualification Interview

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

   [1] See Indiana bat species profile

   Automatically answered
   Yes

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

   [1] See Northern long-eared bat species profile

   Automatically answered
   Yes

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

   A) Federal Highway Administration (FHWA)

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

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

   No

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

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

   No

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

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

   No

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

   No

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

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

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

   Yes

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

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

   Yes

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

    No

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

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

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

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

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

    No

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

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

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

    No

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

    Yes

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

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

    B) During the inactive season

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

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

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

    No

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

    Yes

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

    B) During the inactive season

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

    Yes

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

    No

20. Are *all* trees that are being removed clearly demarcated?

    Yes

21. Will the removal of habitat or the removal/trimming of trees include installing new or replacing existing **permanent** lighting?

    No

22. Does the project include wetland or stream protection activities associated with compensatory wetland mitigation?

    No

23. Does the project include slash pile burning?

    No

24. Does the project include *any* bridge removal, replacement, and/or maintenance activities (e.g., any bridge repair, retrofit, maintenance, and/or rehabilitation work)?

    Yes

25. Is there *any* suitable habitat[1] for Indiana bat or NLEB **within** 1,000 feet of the bridge? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

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

    Yes

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

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

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

Yes

SUBMITTED DOCUMENTS

- *I65-016-04220 DNBL IPaC.pdf https://ecos.fws.gov/ipac/project/QJ7SRU5C3ZHQXJ6MDRO733EGSE/projectDocuments/104621879*
- *CV I65-010-18.35 IPaC.pdf https://ecos.fws.gov/ipac/project/QJ7SRU5C3ZHQXJ6MDRO733EGSE/projectDocuments/104621880*
- *CV I65-010-19.90 IPaC.pdf https://ecos.fws.gov/ipac/project/QJ7SRU5C3ZHQXJ6MDRO733EGSE/projectDocuments/104621881*
- *I65-017-04222 DNBL IPaC.pdf https://ecos.fws.gov/ipac/project/QJ7SRU5C3ZHQXJ6MDRO733EGSE/projectDocuments/104621882*
- *I65-016-04220 DSBL IPaC.pdf https://ecos.fws.gov/ipac/project/QJ7SRU5C3ZHQXJ6MDRO733EGSE/projectDocuments/104621883*
- *I65-017-04222 DSBL IPaC.pdf https://ecos.fws.gov/ipac/project/QJ7SRU5C3ZHQXJ6MDRO733EGSE/projectDocuments/104621884*
- *I65-023-04227 IPaC.pdf https://ecos.fws.gov/ipac/project/QJ7SRU5C3ZHQXJ6MDRO733EGSE/projectDocuments/104621886*
- *I65-021-09939 ASBL IPaC.pdf https://ecos.fws.gov/ipac/project/QJ7SRU5C3ZHQXJ6MDRO733EGSE/projectDocuments/104621887*
- *I65-021-09940 ANBL IPaC.pdf https://ecos.fws.gov/ipac/project/QJ7SRU5C3ZHQXJ6MDRO733EGSE/projectDocuments/104621888*
- *I65-024-04229 BNBL IPaC.pdf https://ecos.fws.gov/ipac/project/QJ7SRU5C3ZHQXJ6MDRO733EGSE/projectDocuments/104621889*

- *I65-024-04229 BSBL IPaC.pdf* https://ecos.fws.gov/ipac/project/QJ7SRU5C3ZHQXJ6MDRO733EGSE/projectDocuments/104621890
- *Lead Des 1700135 Bat Inspection Table Bridges.pdf* https://ecos.fws.gov/ipac/project/QJ7SRU5C3ZHQXJ6MDRO733EGSE/projectDocuments/104621736
- *Lead Des 1700135 Bat Inspection Table Culverts.pdf* https://ecos.fws.gov/ipac/project/QJ7SRU5C3ZHQXJ6MDRO733EGSE/projectDocuments/104621737

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

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

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

    No

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

    No

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

    No

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

    Yes

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

    Yes

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

    No

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

    No

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

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

    Yes

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

    No

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

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

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

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

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

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

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

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

40. **General AMM 1**
    Will the project ensure *all* operators, employees, and contractors working in areas of known or presumed bat habitat are aware of *all* FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable Avoidance and Minimization Measures?

    Yes

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

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

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

    Yes

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

    Yes

43. **Tree Removal AMM 4**
    Can the project avoid cutting down/removal of *all* (1) **documented**[1] Indiana bat or NLEB roosts[2] (that are still suitable for roosting), (2) trees **within** 0.25 miles of roosts, and (3) documented foraging habitat any time of year?

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

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

    Yes

44. **Lighting AMM 1**
    Will *all* **temporary** lighting be directed away from suitable habitat during the active season?

    Yes

Project Questionnaire

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

   Yes

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

   No

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

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

   6

4. Please describe the proposed bridge work:

   Small Structure Replacement, bridge replacement, bridge widening and superstructure replacement

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

   2024

6. Please enter the date of the bridge assessment:

   July 27, 2021

Avoidance And Minimization Measures (AMMs)

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

LIGHTING AMM 1

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

TREE REMOVAL AMM 2

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

TREE REMOVAL AMM 3

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

TREE REMOVAL AMM 4

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

GENERAL AMM 1

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

TREE REMOVAL AMM 1

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

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

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

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

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

From: McWilliams, Robin <robin_mcwilliams@fws.gov>
Sent: Monday, March 29, 2021 12:21 PM
To: Brook Earl <bearl@b-l-n.com>
Subject: Re: [EXTERNAL] Lead Des 1700135 Early Coordination Letter

EXTERNAL EMAIL

Hi Brook,

Do you know how much tree removal is expected on this project?

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: Brook Earl <bearl@b-l-n.com>
Sent: Tuesday, March 2, 2021 11:19 AM
To: McWilliams, Robin <robin_mcwilliams@fws.gov>
Subject: [EXTERNAL] Lead Des 1700135 Early Coordination Letter

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

Robin,

I have attached the Early Coordination Letter for Lead Des 1700135, Contract R-41529, I-65 Added Travel Lanes, from 0.5 mile north of Blue Lick Road to 0.5 mile south of SR 56 in Clark and Scott

Counties, Indiana. Please let me know if you have any questions or concerns.

Thank you,

BROOK EARL
Environmental Analyst
o: 317.849.5832
c: 765.267.0676
B-L-N.com

BEAM, LONGEST and NEFF
A Tradition of Excellence Since 1945

From: McWilliams, Robin
To: Brook Earl
Subject: Re: [EXTERNAL] Lead Des 1700135 Early Coordination Letter
Date: Thursday, April 15, 2021 11:45:23 AM

EXTERNAL EMAIL

Ok, thanks. I just wanted to be sure the project was within the bounds of the Programmatic.

Should be good to go!
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: Brook Earl <bearl@b-l-n.com>
Sent: Thursday, April 15, 2021 10:58 AM
To: McWilliams, Robin <robin_mcwilliams@fws.gov>
Subject: RE: [EXTERNAL] Lead Des 1700135 Early Coordination Letter

Robin,

I apologize for the delay in response, but I needed to coordinate with all of the designers to get you an answer. It looks like our rough estimate for tree clearing impacts would be between 6-7 acres across the 12.7 miles. Please note that the survey does not identify specific trees in all areas, but defaults to an edge of forest line in many places. So I cannot provide an estimated tree count beyond the acreage total noted above. The above total reflects only the areas within anticipated construction limits.

Please let me know if you have any other questions.

Thank you,

BROOK EARL
Environmental Analyst

Appendix D:

Section 106 of the NHPA

Date: 9/27/2021

Project Designation Number: 1700135

Route Number: I-65

Project Description:
This project is located on I-65 and is approximately 12.7 miles long, stretching from 0.5 mile north of Blue Lick Road to 0.5 mile south of State Road (SR) 56, in Clark and Scott Counties, Indiana. The proposed project consists of full mainline replacement and one added travel lane northbound and southbound on the median. The proposed I-65 northbound and southbound cross sections would have a similar layout with a paved width that is approximately 62 feet that consists of three 12-foot wide travel lanes separated by a 2-foot 6-inch-wide concrete median barrier. Paved 12-foot shoulders are provided along the outside travel lanes. Paved 14-footwide shoulders are located adjacent to the inside travel lanes. From 2.3 miles south of SR 56 to 0.5 mile south of SR 56, the proposed project consists of full mainline replacement, but without the added travel lane. The proposed I-65 NB and SB cross-section would have a similar layout with a paved width that is approximately 44 feet that consists of two, 12-foot-wide travel lanes (2 NB, 2 SB) separated by a 54-foot 6-inch wide grass median. Paved 12-foot shoulders are provided along the outside travel lanes and paved 8-ft shoulders are located adjacent to the inside travel lanes. Guardrail would be provided along the corridor as required. It is anticipated the replacement of existing small drainage structures and various bridge work on structures that includes superstructure replacement, widening, and deck overlays. Several small structures that are under 30-inches would be replaced throughout the project area (See list below).

Bridge and culvert work is described in the tables below:

Culverts

Des No.	Culvert No.	Termini	Work Type
2001593	I65-072-26.20	I-65 6.97 miles N of SR 160	Small Structure Pipe Lining
2001594	I65-072-25.05	I-65 5.82 miles N of SR 160	Small Structure Pipe Lining
2001595	I65-010-22.77	I-65 3.54 miles N of SR 160	Small Structure Replacement
2001596	I65-072-25.83	I-65 6.60 miles N of SR 160	Small Structure Replacement
2001597	I65-010-22.65	I-65 3.42 miles N of SR 160	Small Structure Pipe Lining
2001598	I65-010-19.90	I-65 0.67 miles N of SR 160	Small Structure Pipe Lining
2001599	I65-010-18.35	I-65 9.21 miles N of SR 160	Small Structure Pipe Lining

Bridges

Des No.	Bridge No.	Termini	Work Type
2001604, 2001605	I65-24-4229A	I-65 NB and SB over Pigeon Roost Creek	Widening and Bridge Deck Overlay
1600729, 1600733	I65-17-4222D	I-65 NB and SB over Caney Fork Creek	Widening and Superstructure Replacement
2001600, 2001601	I65-21-4225D	I-65 at Brownstown Road (NB and SB)	Widening
2001603	I65-23-4227A	County Line Road over I-65	Superstructure Replacement
2001607	I65-28-4232A	Lake Road Bridge over I-65	Superstructure Replacement
1600744, 1600750	I65-16-4220D	I-65 NB and SB over Blue Lick Creek	Superstructure Replacement

It is anticipated the replacement of existing small drainage structures and various bridge work on structures that includes superstructure replacement, widening, and deck overlays. Several small structures that are under 30-inches would be replaced throughout the project area. See tables below for requested bridge and culvert information.

Small Structures

Feature Crossed	*Str. No*	*NBI No.*	*Structure Type*
Sycamore Run	I65-072-26.20	93005286	CMP
UNT of Pigeon Roost Creek	I65-072-25.05	93005329	CMP
UNT of Silver Creek	I65-010-22.77	93005093	CMP
UNT of Tree Creek	I65-072-25.83	93005261	CMP
Silver Creek	I65-010-22.65	93005063	CMP
Wolf Run	I65-010-19.90	93005352	CMP
Caney Fork	I65-010-18.35	93005074	CMP

Bridges

Feature Crossed	*Str. No*	*NBI No.*	*Structure Type*
Pigeon Roost Creek	I65-24-4229A	34940 (NB) & 34950 (SB)	Prestressed Concrete Girder
Caney Fork	I65-17-4222D	34880 (NB) & 34890 (SB)	Reinforced Concrete Beam
I-65 (@Brownstown Road)	I65-21-4225D (also listed as I65-21-09940)	34911 (NB) & 34921 (SB)	Steel Beam
I-65 (@County Line Road)	I65-23-4227A	34930	Concrete Beam
I-65 (@ Lake Road Bridge)	I65-28-4232A	34970	Concrete Beam
Blue Lick Creek	I65-16-4220D	34850 (NB) & 34860 (SB)	Concrete Beam

Feature crossed (if applicable): see tables

City/Township: Union and Monroe in Clark County and Vienna in Scott County.

County: Clark and Scott

Information reviewed (please check all that apply):

☑ General project location map ☑ USGS map ☑ Aerial photograph ☐ Interim Report

☑ Written description of project area ☐ General project area photos ☑ Soil survey data

☐ Previously completed historic property reports ☑ Previously completed archaeology reports

☑ Bridge Inspection Information ☑ SHAARD ☑ SHAARD GIS ☑ Streetview Imagery

Other (please specify): Bridge Inspection Application System (BIAS); Indiana *Historic Bridge Inventory* (HBI); Indiana State Historic Architectural and Archaeological Research Database (SHAARD); Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBCM) website; Clark County GIS (accessed via https://www.co.clark.in.us/index.php/clark-county-indiana-resident-resources/clark-county-indiana-land-property) and Scott County GIS (access via https://scottin.wthgis.com/); online street-view imagery; MPPA application (including maps and photographs) sent by Weintraut & Associates, Inc. dated August 18, 2021 and September 20, 2021 and on file at INDOT-CRO.

Please specify all applicable categories and condition(s) (applicable conditions are highlighted):

A-2. All work within interchanges and within medians of divided highways in previously disturbed soils.

A-3. Replacement, repair, lining, or extension of culverts and other drainage structures that do not exhibit wood, stone or brick structures or parts therein and are in previously disturbed soils.

A-4. Roadway work associated with surface replacement, reconstruction, rehabilitation, or resurfacing projects, including overlays, shoulder treatments, pavement repair, seal coating, pavement grinding, and pavement marking

within previously disturbed soils where replacement, repair, or installation of curbs, curb ramps or sidewalks will not be required.

A-6. Repair, replacement, or upgrade of existing safety appurtenances such as guardrails, barriers, glare screens, and crash attenuators in previously disturbed soils.

B-2. Installation of new lighting, signals, signage and other traffic control devices under the following conditions ***[BOTH Condition A, which pertains to Archaeological Resources, and Condition B, which pertains to Above-Ground Resources, must be satisfied]***:

Condition A (Archaeological Resources)

One of the two conditions listed below must be met *(EITHER Condition i or Condition ii must be satisfied)*:

i. Work occurs in previously disturbed soils; *OR*

ii. Work occurs in undisturbed soils and an archaeological investigation conducted by the applicant and reviewed by INDOT Cultural Resources Office determines that no National Register-listed or potentially National Register-eligible archaeological resources are present within the project area. If the archaeological investigation locates National Register-listed or potentially National Register-eligible archaeological resources, then full Section 106 review will be required. Copies of any archaeological reports prepared for the project will be provided to the DHPA and any archaeological site form information will be entered directly into the SHAARD by the applicant. The archaeological reports will also be available for viewing (by Tribes only) on INSCOPE**.**

Condition B (Above-Ground Resources)

Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource.

B-3. Construction of added travel, turning, or auxiliary lanes (e.g., bicycle, truck climbing, acceleration and deceleration lanes) and shoulder widening under the following conditions ***[BOTH Condition A, which pertains to Archaeological Resources, and Condition B, which pertains to Above-Ground Resources, must be satisfied]***:

Condition A (Archaeological Resources)

One of the two conditions listed below must be met *(EITHER Condition i or Condition ii must be satisfied):*

i. Work occurs in previously disturbed soils; *OR*

ii. Work occurs in undisturbed soils and an archaeological investigation conducted by the applicant and reviewed by INDOT Cultural Resources Office determines that no National Register-listed or potentially National Register-eligible archaeological resources are present within the project area. If the archaeological investigation locates National Register-listed or potentially National Register-eligible archaeological resources, then full Section 106 review will be required. Copies of any archaeological reports prepared for the project will be provided to the DHPA and any archaeological site form information will be entered directly into the SHAARD by the applicant. The archaeological reports will also be available for viewing (by Tribes only) on INSCOPE**.**

Condition B (Above-Ground Resources)

Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource.

B-4. Installation of new safety appurtenances, including but not limited to, guardrails, barriers, glare screens, and crash attenuators, under the following conditions ***[BOTH Condition A, which pertains to Archaeological Resources, and Condition B, which pertains to Above-Ground Resources, must be satisfied]***:

Condition A (Archaeological Resources)

One of the two conditions listed below must be met *(EITHER Condition i or Condition ii must be satisfied)*:

i. Work occurs in previously disturbed soils; *OR*
ii. Work occurs in undisturbed soils and an archaeological investigation conducted by the applicant and reviewed by INDOT Cultural Resources Office determines that no National Register-listed or potentially National Register-eligible archaeological resources are present within the project area. If the archaeological investigation locates National Register-listed or potentially National Register eligible archaeological resources, then full Section 106 review will be required. Copies of any archaeological reports prepared for the project will be provided to the DHPA and any archaeological site form information will be entered directly into the SHAARD by the applicant. The archaeological reports will also be available for viewing (by Tribes only) on INSCOPE.

Condition B (Above-Ground Resources)
Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource.

B-9. Installation, replacement, repair, lining, or extension of culverts and other drainage structures under the conditions listed below ***[BOTH Condition A, which pertains to Archaeological Resources, and Condition B, which pertains to Above-Ground Resources, must be satisfied]***:

Condition A (Archaeological Resources)
One of the two conditions listed below must be met *(EITHER Condition i or Condition ii must be satisfied)*:
i. Work occurs in previously disturbed soils; *OR*
ii. Work occurs in undisturbed soils and an archaeological investigation conducted by the applicant and reviewed by INDOT Cultural Resources Office determines that no National Register-listed or potentially National Register-eligible archaeological resources are present within the project area. If the archaeological investigation locates National Register-listed or potentially National Register-eligible archaeological resources, then full Section 106 review will be required. Copies of any archaeological reports prepared for the project will be provided to the DHPA and any archaeological site form information will be entered directly into the SHAARD by the applicant. The archaeological reports will also be available for viewing (by Tribes only) on INSCOPE.

Condition B (Above-Ground Resources)
One of the conditions below must be met *(EITHER Condition i or Condition ii must be satisfied)*:
i. Work does not involve installation of a new culvert and other drainage structure, and there are no impacts to unusual features, including but not limited to historic brick or stone sidewalks, curbs or curb ramps, stepped or elevated sidewalks and retaining walls, under one of the following conditions *(Condition a, Condition b, or Condition c must be satisfied)*:
   a. The structure exhibits no wood, stone, or brick structures or parts therein; *OR*
   b. The structure exhibits only modern wood, stone, or brick structures or parts therein; *OR*
   c. The structure exhibits non-modern wood, stone, or brick structures or parts therein and the following conditions are met *(BOTH Condition 1 AND Condition 2 must be met)*:
      1. Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource; *AND*
      2. The structure lacks sufficient integrity and/or a context that suggests it might have engineering or historical significance. Under this condition, a qualified professional (meeting the Secretary of Interior's Professional Qualification standards [48 Federal Register (FR) 44716]) must prepare an analysis and justification that the structure lacks sufficient integrity and/or a context that suggests it might have engineering or historical significance. This documentation must be reviewed and approved by INDOT Cultural Resources Office.

ii. Work involves the installation of a new culvert and other drainage structures AND/OR there may be impacts to unusual features, including historic brick or stone sidewalks, curbs or curb ramps, stepped or elevated sidewalks and retaining walls, under the following conditions *(BOTH Condition a and Condition b must be satisfied)*:

a. Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource; *AND*
b. The subject structure exhibits one of the characteristics described below *(Condition 1, Condition 2 or Condition 3 must be satisfied)*.
   1. The structure exhibits no wood, stone, or brick structures or parts therein; *OR*
   2. The structure exhibits only modern wood, stone, or brick structures or parts therein; *OR*
   3. The structure exhibits non-modern wood, stone, or brick structures or parts therein but lacks sufficient integrity and/or a context that suggests it might have engineering or historical significance. Under this condition, a qualified professional (meeting the Secretary of Interior's Professional Qualification standards [48 Federal Register (FR) 44716]) must prepare an analysis and justification that the structure lacks sufficient integrity and/or a context that suggests it might have engineering or historical significance. This documentation must be reviewed and approved by INDOT Cultural Resources Office.

B-12. Replacement, widening, or raising the elevation of the superstructure on existing bridges, and bridge replacement projects (when both the superstructure and substructure are removed), under the following conditions ***[BOTH Condition A, which pertains to Archaeological Resources, and Condition B, which pertains to Above-Ground Resources, must be satisfied]***:

Condition A (Archaeological Resources)

One of the two conditions listed below must be met *(EITHER Condition i or Condition ii must be satisfied)*:

i. Work occurs in previously disturbed soils; *OR*
ii. Work occurs in undisturbed soils and an archaeological investigation conducted by the applicant and reviewed by INDOT Cultural Resources Office determines that no National Register-listed or potentially National Register-eligible archaeological resources are present within the project area. If the archaeological investigation locates National Register-listed or potentially National Register-eligible archaeological resources, then full Section 106 review will be required. Copies of any archaeological reports prepared for the project will be provided to the DHPA and any archaeological site form information will be entered directly into the SHAARD by the applicant. The archaeological reports will also be available for viewing (by Tribes only) on INSCOPE.

Condition B (Above-Ground Resources)

The conditions listed below must be met ***(BOTH Condition i and Condition ii must be satisfied)***

i. Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource; *AND*
ii. With regard to the subject bridge, at least one of the conditions listed below is satisfied *(AT LEAST one of the conditions a, b or c, must be fulfilled)*:
   a. The latest Historic Bridge Inventory identified the bridge as non-historic (see http://www.in.gov/indot/2531.htm);
   b. The bridge was built after 1945, and is a common type as defined in Section V. of the *Program Comment Issued for Streamlining Section 106 Review for Actions Affecting Post-1945 Concrete and Steel Bridges* issued by the Advisory Council on Historic Preservation on November 2, 2012 for so long as that Program Comment remains in effect AND the considerations listed in Section IV of the Program Comment do not apply;
   c. The bridge is part of the Interstate system and was determined not eligible for the National Register under the Section 106 Exemption Regarding Effects to the Interstate Highway System adopted by the Advisory Council on Historic Preservation on March 10, 2005, for so long as that Exemption remains in effect.

16. Installation of MSE walls, retaining walls and noise barriers (including earth berms, ground mounted noise walls and structure mounted noise walls) not exceeding 30' in height within the Interstate r/w under the

following conditions ***[BOTH Condition A, which pertains to Archaeological Resources, and Condition B, which pertains to Above-Ground Resources, must be satisfied]***:

Condition A (Archaeological Resources)
One of the two conditions listed below must be met *(EITHER Condition i or Condition ii must be satisfied)*:

i. Work occurs in previously disturbed soils; *OR*

ii. Work occurs in undisturbed soils and an archaeological investigation conducted by the applicant and reviewed by INDOT Cultural Resources Office determines that no National Register-listed or potentially National Register-eligible archaeological resources are present within the project area. If the archaeological investigation locates National Register-listed or potentially National Register eligible archaeological resources, then full Section 106 review will be required. Copies of any archaeological reports prepared for the project will be provided to the DHPA and any archaeological site form information will be entered directly into the SHAARD by the applicant. The archaeological reports will also be available for viewing (by Tribes only) on INSCOPE**.**

Condition B (Above-Ground Resources)
Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource.

Are there any commitments associated with this project? If yes, please explain and include in the Additional Comments Section below. yes ☐ no ☒

Does the project result in a de minimis impact to a Section 4(f) protected historic resource? If yes, please explain in the Additional Comments Section below. yes ☐ no ☒

Additional Comments:

Above-ground Resources

With regard to above-ground resources, an INDOT Cultural Resources historian who meets the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61 first performed a desktop review, checking the Indiana Register of Historic Sites and Structures (State Register) and National Register of Historic Places (National Register) lists for Scott and Clark Counties. There are no listed properties in the project area.

In addition, the Indiana Historic Sites and Structures Inventory (IHSSI) was referenced via the Indiana Historic Buildings, Bridges and Cemeteries (IHBBC) map and Indiana State Historic Architectural and Archaeological Research Database (SHAARD). There are several surveyed properties adjacent to the project area. Most of the properties were rated "contributing." Properties rated "contributing" are typically not considered National Register eligible due to lack of significance and/or integrity. Review of these properties did not indicate that this rating should be elevated. Three surveyed properties were identified that rated "notable" or "outstanding." A description of these properties is included below:

- Site #004-273-01004-Franke Lake Picnic Area-rated "outstanding" located approximately 950 ft. west of the project corridor. Site #004-273-01004-the Franke Lake Picnic Area is nestled in thick woods and is approximately 950 ft. west of the project area. Due to the thick woods and distance from the project, there will be no visual or auditory impacts to the property, therefore it is considered not adjacent to the project area.
- Site #143-578-15099-Captain W.D. Everitt House at 357 Everitt Lane-rated "outstanding" located approximately 420 east of the project corridor. This property which is likely National Register eligible is situated in thick woods approximately 420 ft. east of the project corridor. The neighborhood south and the houses on the west side near the residence were evaluated for noise abatement. The existing year traffic data was 2021. Future build year was based on 2043 traffic projections. At the property, current noise was identified to be around 63.8 dBA. The future condition was identified as 65.0 dBA. 66dBA is

the threshold for noise impacts pursuant to the INDOT Noise Policy which is consistent with 23 CFR 772. In general, this is roughly a little over a decibel increase. At under 3dB(A), per FHWA noise guidance the noise change would be "barely perceptible" (https://www.fhwa.dot.gov/environMent/noise/regulations_and_guidance/polguide/polguide02.cfm). Based on the noise study, there would be little to no effect resulting from noise to the property. Based on the distance to the property and project, the dense woods and "barely perceptible" noise change, this property is not considered adjacent to the project area.

- Site # 143-578-15077-farm at 373 Leota Road-rated "notable"-now demolished

There is one feasible and reasonable noise barrier that may be constructed as part of the project. The potential noise barrier is located near the Twin Oaks neighborhood approximately .60 miles south of SR 160 east of I-65. Twin Oaks is a modern development with no properties fifty-years or older. There are no potentially historic properties adjacent to the noise wall if constructed.

All bridges and small structures that will be replaced, lined or widened are part of the Interstate system and were not determined eligible for the National Register under the Section 106 Exemption Regarding Effects to the Interstate Highway System adopted by the Advisory Council on Historic Preservation on March 10, 2005, for so long as that Exemption remains in effect.

Land adjacent to the project corridor is primarily rural, with a mix of suburban development closer to Scottsburg at the northern project limits.

At this point, based on the available information, as summarized above, no above-ground concerns exist as long as the project scope does not change.

Archaeological Resources

An INDOT Cultural Resources Office (CRO) archaeologist, who met the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61, reviewed and concurred with the archaeological assessment provided by Weintraut & Associates, Inc, provided below.

I-65 Added Travel Lane Project (Des 17000135) Archaeology Assessment

With regards to archaeological resources, Jason Goldbach, an INDOT Qualified Professional archaeologist, reviewed the proposed project area and determined that the I-65 Added Travel Lane Project (Des 17000135) from 0.5 mile north of Blue Lick Road to 0.5 mile south of State Road (SR) 56 in Clark and Scott Counties, Indiana, will not likely affect archaeological resources due to the project scope and setting.

All work will occur within the median of I-65 or within an area between exit and entrance ramps at the SR 160/I-65 interchange where any near-surface archaeological deposits were disturbed during the construction of the highway. Soils located at the interchange of SR 160 and I-65 are classified as Udorthents (IGIC 2021), and such disturbed areas are not expected to contain intact archaeological deposits. The soils within the remainder of the project area are derived either from glacial till or alluvium. The glacial till soils are not expected to contain buried archaeological deposits due to the destructive and massive nature of their deposition, and any near-surface archaeological sites would have been destroyed during construction of I-65. The alluvial soils within the project area (i.e. Wilbur, Stendal, Bean Blossom, and Haymond series soils) are situated along headwaters and small creeks, areas insufficient to create deep, stratified alluvium (IGIC 2021; SSS 2021) with the potential to contain buried archaeological deposits.

An early survey by J.C. Householder recorded sites 12Cl0039, 12S0002, 12S0004, 12S0006, and 12S0008 prior to the construction of I-65 (IDNR/DHPA 2021). Any portions of these sites within the footprint of the highway

and its associated shoulders, grades and ditches were likely to have been destroyed during construction. The project area has not been surveyed since that time (IDNR/DHPA 2021).

Since the proposed project is confined to excavation work in existing roadways and previously disturbed soils, there are no archaeological concerns, and no further work is recommended. However, state law (Indiana Code 14-21-1-27 and -29) requires that if any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earth moving activities, that the discovery must be reported to the Department of Natural Resources within two (2) business days.

References

Indiana Geographic Information Council (IGIC)
2021 IndianaMAP. Electronic document, http://maps.indiana.edu/, accessed August 6, 2021.

Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology (IDNR/DHPA)
2021 State Historic Architectural and Archaeological Research Database (SHAARD)
https://secure.in.gov/apps/dnr/shaard/welcome.html, accessed August 6, 2021.

Soil Survey Staff, Natural Resources Conservation Service, United States Department of Agriculture
2021 Official Soil Series Descriptions. Electronic document, https://soilseries.sc.egov.usda.gov/osdname.aspx, accessed August 6, 2021.

Accidental Discovery: If any archaeological artifacts or human remains are uncovered during construction, demolition, or earth moving activities, construction in the immediate area of the find will be stopped, and the INDOT Cultural Resources Office and the Division of Historic Preservation and Archaeology will be notified immediately.

INDOT Cultural Resources staff reviewer(s): Patrick Carpenter and David Moffatt

****Be sure to attach this form to the National Environmental Policy Act documentation for this project. Also, the NEPA documentation shall reference and include the description of the specific stipulation in the PA that qualifies the project as exempt from further Section 106 review.*

Appendix E:

Red Flag and Hazardous Materials

INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (317) 694-8283

Eric Holcomb, Governor
Joe McGuinness, Commissioner

Date: September 15, 2021

To: Site Assessment & Management (SAM)
Environmental Policy Office - Environmental Services Division
Indiana Department of Transportation
100 N Senate Avenue, Room N758-ES
Indianapolis, IN 46204

From: Brook Earl
Beam, Longest and Neff, LLC
8320 Craig Street
Indianapolis, Indiana
bearl@b-l-n.com

Re: RED FLAG INVESTIGATION
Des 1700135, State Project
Added Travel Lanes
I-65, from 0.5 Mile North of Blue Lick Road to 0.5 Mile South of SR 56
Clark and Scott Counties, Indiana

PROJECT DESCRIPTION

Brief Description of Project: The Indiana Department of Transportation (INDOT) proposes full mainline replacement and one added travel lane northbound and southbound approximately 12.7 miles long within the current median located on interstate (I) 65 from 0.5 mile north of Blue Lick Road to 0.5 mile south of State Road (SR) 56 in Clark and Scott Counties, Indiana. Various work will be competed on small structures and bridges throughout the project area that will include small structure pipe lining, small structure replacement, widening, and superstructure replacement. The contract R-41529 includes the lead Des. No. 1700135 and additional Des. Nos. associated with this project and current anticipated scope can be found in Table 1 and Table 2 below.

Table 1. Bridge Structures

Des No.	Bridge No.	Termini	Work Type
2001604, 2001605	I65-24-4229A	I-65 NB and SB over Pigeon Roost Creek	Widening and Bridge Deck Overlay
1600729, 1600733	I65-17-4222D	I-65 NB and SB over Caney Fork Creek	Widening and Superstructure Replacement
2001600, 2001601	I65-21-09939 I65-21-09940	I-65 at Brownstown Road (NB and SB)	Widening
2001603	I65-23-4227A	County Line Road over I-65	Superstructure Replacement
2001607	I65-28-4232A	Lake Road Bridge over I-65	Superstructure Replacement
1600744, 1600750	I65-16-4220D	I-65 NB and SB over Blue Lick Creek	Superstructure Replacement

Table 2. Small Drainage Structures

Des No.	Structure No.	Location (STA)	Work Type
2001599	CV-I65-010-18.35	501+27	Repair- HDPE Liner
20001598	CV-I65-010-19.90	582+14	Small Structure Paved Invert
	CV-I65-010-21.85	685+11	Small Structure Replacement
	CV-I65-010-22.23	704+82	Small Structure Replacement
	CV-I65-010-22.97	744+13	Small Structure Replacement
	CV-I65-010-23.28	811+09	Small Structure Replacement
	CV-I65-072-24.80	891+38	Small Structure Replacement
	CV-I65-072-24.97	900+22	Small Structure Replacement
	CV-I65-072-26.04	955+09	Small Structure Replacement
	CV-I65-072-26.41	974+55	Small Structure Replacement
	CV-I65-072-26.54	981+40	Small Structure Replacement
	CV-I65-072-26.84	997+56	Small Structure Replacement
	CV-I65-072-27.60	1039+02	Small Structure Replacement
	CV-I65-072-27.81	1050+32	Small Structure Replacement

Bridge and/or Culvert Project: Yes ☒ No ☐ Structure # See Table 1 and 2

If this is a bridge project, is the bridge Historical? Yes ☐ No ☒ , Select ☐ Non-Select ☐

(Note: If the project involves a historical bridge, please include the bridge information in the Recommendations Section of the report).

Proposed right of way: Temporary ☐ # Acres _____ Permanent ☐ # Acres _____, Not Applicable ☒

Type of excavation: Excavation will take place below the existing pavement to the maximum depth of approximately 4 feet. Excavation associated with the proposed bridge work will occur up to a maximum of approximately 5 feet deep.

Maintenance of traffic: Construction is anticipated to consist of three distinct phases. A minimum of two travel lanes in each direction will be maintained unless a single lane closure is required to complete a pre-approved nighttime only operation. During Phase 1, traffic will be shifted towards each of the outside shoulders while construction of the median is completed. During Phase 2, all northbound and southbound traffic will be shifted to one side of the proposed median barrier while the opposite side of the median barrier is constructed. During Phase 3, all northbound and southbound traffic while be shifted onto pavement constructed during Phase 2. The remaining pavement will be constructed in Phase 3. Open completion of Phase 3, all lanes will be open to traffic and unrestricted.

Work in waterway: Yes ☒ No ☐ Below ordinary high water mark: Yes ☒ No ☐

State Project: ☒ LPA: ☐

Any other factors influencing recommendations: N/A

INFRASTRUCTURE TABLE AND SUMMARY

Infrastructure

Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:

Religious Facilities	**9***	Recreational Facilities	**4**
Airports[1]	**1**	Pipelines	**4**
Cemeteries	**7**	Railroads	**2**
Hospitals	**N/A**	Trails	**6**
Schools	**3**	Managed Lands	**3**

[1]In order to complete the required airport review, a review of public airports within 3.8 miles (20,000 feet) is required.

Explanation:

Religious Facilities*: Nine (9) religious facilities, four (4) mapped and five (5) unmapped are located within the 0.5 mile search radius. Two (2) facilities, Scottsburg United Methodist Church and Kingdom Hall of Jehovah's Witnesses, are adjacent to the project area. Scottsburg United Methodist Church is located 0.28 mile south of the I-65 and SR 56 intersection, and Kingdom Hall of Jehovah's Witnesses is located 0.44 mile south of the same intersection. Coordination with Scottsburg United Methodist Church and Kingdom Hall of Jehovah's Witnesses will occur.

Airports: One (1) airport is located within the 0.5 mile search radius. The Scottsburg Airport is a public-use airport and is located approximately 0.28 mile west of the project area, 0.41 mile north of Leotard Road. Coordination with INDOT Aviation will occur.

Cemeteries: Seven (7) cemeteries are located within the 0.5 mile search radius. Everitt Cemetery and Mount Zion Cemetery are adjacent to the project area, 3.5 miles south of the intersection with SR 56 and south of the intersection with SR 160, respectively. A Cemetery Development Plan may be required since the project is within 100 feet of the cemeteries. Coordination with INDOT Cultural Resources will occur.

Schools: Three (3) schools are located within the 0.5 mile search radius. The nearest facility, Scottsburg Senior High School, is approximately 0.32 mile east of the northern termini of the project area. No impact is expected.

Recreational Facilities: Four (4) recreational facilities are located within the 0.5 mile search radius. White Oak Nature Preserve is adjacent to the project area, 1.19 mile north of the SR 160 intersection. Coordination with DNR Division of Forestry will occur.

Pipelines: Four (4) pipeline segments are located within the 0.5 mile search radius. One pipeline segment owned by Midwest Natural Gas Corp. crosses the middle portion of the project area. Coordination with INDOT Utilities and Railroads should occur.

Railroads: Two (2) railroad segments are located within the 0.5 mile search radius. The nearest segment, associated with Louisville and Indiana Railroad, is approximately 0.24 mile east of the project area, at the northern termini. No impact is expected.

Trails: Six (6) trail segments are located within the 0.5 mile search radius. One planned trail segment is located within the project area, 0.01 mile south of US 31. Coordination with Scottsburg Parks and Recreation Department will occur.

Managed Lands: Three (3) managed lands are located within the 0.5 mile search radius. Clark State Forest is within the project area, in the southern termini. Coordination with DNR Division of Forestry will occur.

WATER RESOURCES TABLE AND SUMMARY

Water Resources Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
NWI - Points	**17**	Canal Routes - Historic	**0**
Karst Springs	**0**	NWI - Wetlands	**227**
Canal Structures – Historic	**0**	Lakes	**73**
NPS NRI Listed	**0**	Floodplain - DFIRM	**12**
NWI-Lines	**54**	Cave Entrance Density	**0**

IDEM 303d Listed Streams and Lakes (Impaired)	**8**	Sinkhole Areas	**0**
Rivers and Streams	**99**	Sinking-Stream Basins	**0**

Explanation:

NWI-Points: Seventeen (17) NWI-Points are located within the 0.5 mile search radius. The nearest NWI-point is 0.05 mile east of the project area, in the southern termini. No impact is expected.

NWI-Lines: Fifty-four (54) NWI-Lines are located within the 0.5 mile search radius. Six (6) NWI-Lines are located throughout the project area. A Waters of the US Report will be prepared and coordination with INDOT Ecology and Waterway Permitting will occur.

IDEM 303d Listed Streams and Lakes: Eight (8) Listed Streams are located within the 0.5 mile search radius. Blue Lick Creek, Lodge Creek and Miller Fork cross the project area at three locations. Blue Lick Creek is located in southern termini and is listed as impaired for Impaired Biotic Communities (IBC) and E. coli. Lodge Creek is located in the southern termini and is listed for IBC and E. coli. Miller Fork is listed for E. coli, Dissolved Oxygen (DO), and IBC. The bridge over Blue Lick Creek (#I65-16-4220D) will be replaced, the bridge over Lodge Creek (#I65-017-04222) will be rehabilitated, and no structures will be replaced near Miller Fork. Concerning IBC, Best Management Practices (BMPs) will be used to avoid further degradation of the stream. Workers who are working in or near water with E. coli should take care to wear appropriate PPE, observe proper hygiene procedures, including regular hand washing, limit personal exposure.

Rivers and Streams: Ninety-nine (99) streams are located within the 0.5 mile search radius. Twenty (20) streams are located throughout the project area. A Waters of the US Report will be prepared and coordination with INDOT Ecology and Waterway Permitting will occur.

NWI-Wetlands: Two hundred and twenty-seven (227) wetlands are located within the 0.5 mile search radius. Six (6) wetlands are located throughout the project area. A Waters of the US Report will be prepared and coordination with INDOT Ecology and Waterway Permitting will occur.

Lakes: Seventy-three (73) lakes are located within the 0.5 mile search radius. One lake is located within the project area, 0.19 mile south of SR 160. A Waters of the US Report will be prepared and coordination with INDOT Ecology and Waterway Permitting will occur.

Floodplains: Twelve (12) floodplains are located within the 0.5 mile search radius. The project area is located within seven (7) of the floodplain polygons associated with Miller Fork, Lodge Creek, Blue Lick Creek, Wolf Run, Silver Creek, and Honey Run. Coordination with INDOT Ecology and Waterway Permitting will occur.

MINING AND MINERAL EXPLORATION TABLE AND SUMMARY

Mining/Mineral Exploration Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Petroleum Wells	**5**	Mineral Resources	**0**
Mines – Surface	**0**	Mines – Underground	**0**

Explanation:

Petroleum Wells: Five (5) Petroleum wells are located within the 0.5 mile search radius. The nearest petroleum well is located 0.13 mile west of the project area, 0.51 mile south of Brownstown Road. No impact is expected.

HAZARDOUS MATERIAL CONCERNS TABLE AND SUMMARY

Hazardous Material Concerns Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Superfund	**0**	Manufactured Gas Plant Sites	**0**
RCRA Generator/ TSD	**2**	Open Dump Waste Sites	**0**
RCRA Corrective Action Sites	**0**	Restricted Waste Sites	**0**
State Cleanup Sites	**3**	Waste Transfer Stations	**0**
Septage Waste Sites	**0**	Tire Waste Sites	**0**
Underground Storage Tank (UST) Sites	**2**	Confined Feeding Operations (CFO)	**0**
Voluntary Remediation Program	**0**	Brownfields	**2**
Construction Demolition Waste	**0**	Institutional Controls	**8**
Solid Waste Landfill	**0**	NPDES Facilities	**28**
Infectious/Medical Waste Sites	**0**	NPDES Pipe Locations	**1**
Leaking Underground Storage Tank (LUST) Sites	**11**	Notice of Contamination Sites	**0**

Explanation:

RCRA Generator/TSD: Two (2) RCRA Generator/TSD facilities are located within the 0.5 mile search radius. The nearest facility, Mid-America Science Park formerly known as Freudenberg-NOK Scottsburg Plant I (821 S Lake Rd South Scottsburg, IN 47170, AI #12100), is located 0.36 mile west of the project area; however the icon is not mapped correctly and the site is actually 0.32 mile west of the project area's northern terminus. No impact is expected.

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

Underground Storage Tank (UST) Sites: Two (2) UST Sites are located within the 0.5 mile search radius. The nearest facility, Casey's General Store 2294 (705 W Lake Rd, Scottsburg, IN 47170 AI #52045) is located 0.34 mile east of the project area, near the northern termini. IDEM conducted an Underground Storage Tank Inspection on January 26, 2017, and the facility was found to be in compliance with equipment, operating, and maintenance requirements set forth in Indiana's UST Rule 329 IAC 9. No impact is expected.

Leaking Underground Storage (LUST) Site: Eleven (11) LUST Sites are located within the 0.5 mile search radius. The nearest facility, Circle K 0130 (414 SR 160 W, Scottsburg, IN 47170, AI #7878), is adjacent to the project area in the southeast

quadrant of the intersection with SR 160. IDEM issued a No Further Action Approval Determination Pursuant to Remediation Closure Guide letter, dated January 8, 2014, following the recording of an Environmental Restrictive Covenant (ERC) on the deed of the property for a release reported in 1993. The ERC includes a groundwater use restriction. A second release was reported to IDEM on January 10, 2017. The release was a surface spill that occurred during product delivery, and contaminated soil was subsequently removed from the spill area. IDEM issued a No Further Action Approval Determination Pursuant to Spill Response and Limited Subsurface Investigation Report, dated June 23, 2017. Due to the ERC and proximity of the site to the project area, coordination with Lynette Schrowe, LSchrowe@idem.in.gov, with IDEM is recommended.

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

Brownfields: Two (2) Brownfields are located within the 0.5 mile search radius. The nearest facility, JPD West, LLC, formerly named Mariann Travel Inn and Restaurant (1250 W McClain Ave, Henryville, IN, AI #50318), is located 0.44 mile north of the project area, near the northern terminus. A Contaminated Aquifer Comfort Letter and Environmental Restrictive Covenants (ERCs) was issued to the previous site owner in November 2009. An ERC was recorded on the deed for the restaurant and inn in May 2010 and modified in August 2015. The modified ERC retains site and groundwater use restrictions for the property. No impact is expected.

Institutional Controls: Eight (8) Institutional Controls are located within the 0.5 mile search radius. The nearest facility, Circle K 0130 (414 SR 160 W, Scottsburg, IN 47170, AI #7878), is adjacent to the project area in the southeast quadrant of the intersection with SR 160. An ERC was recorded on the deed of the property on December 2, 2013 for a release reported in 1993. The ERC includes a groundwater use restriction. Due to the ERC and proximity of the site to the project area, coordination with Lynette Schrowe, LSchrowe@idem.in.gov, with IDEM is recommended.

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

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

ECOLOGICAL INFORMATION SUMMARY

The Clark and Scott Counties listing of the Indiana Natural Heritage Data Center information on endangered, threatened, or rare (ETR) species and high quality natural communities is provided at https://www.in.gov/dnr/nature-preserves/files/np_scott.pdf and https://www.in.gov/dnr/nature-preserves/files/np_clark.pdf. A preliminary review of the Indiana Natural Heritage Database by INDOT Environmental Services did indicate the presence of ETR species within the 0.5 mile search radius. Coordination with USFWS and IDNR will occur.

A review of the USFWS database indicated the presences of endangered bat species in or within 0.5 mile of the project area. Additional coordination with INDOT ESD will be necessary, and the range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to the most recent "Using the USFWS's IPaC System for Listed Bat Consultation for INDOT Projects".

Bridge Replacements:

Des No.	Bridge No.	Termini	Work Type	BIAS Report/Date	BLN Bat Checks (July 29, 2021)
2001604, 2001605	I65-24-4229A	I-65 NB and SB over Pigeon Roost Creek	Widening and Bridge Deck Overlay	Yes, 4/14/21	No Endangered Bat Species
1600729, 1600733	I65-17-4222D	I-65 NB and SB over Caney Fork Creek	Widening and Superstructure Replacement	Yes, 8/20/19	No Endangered Bat Species
2001600, 2001601	I65-21-09939	I-65 at Brownstown Road (NB and SB)	Widening	Yes, 4/14/21	No Endangered Bat Species
2001603	I65-23-4227A	County Line Road over I-65	Superstructure Replacement	Yes, 4/14/21	No Endangered Bat Species
2001607	I65-28-4232A	Lake Road Bridge over I-65	Superstructure Replacement	Yes, 4/14/21	No Endangered Bat Species
1600744, 1600750	I65-16-4220D	I-65 NB and SB over Blue Lick Creek	Superstructure Replacement	Yes, 8/20/19	No Endangered Bat Species

Small Structures:

Des No.	Structure No.	Location (STA)	Work Type	BIAS Report/Date	BLN Bat Checks (July 29, 2021)
2001599	CV-I65-010-18.35	501+27	Repair- HDPE Liner	Yes, 9/29/20	No Endangered Bat Species
20001598	CV-I65-010-19.90	582+14	Small Structure Paved Invert	No	No Endangered Bat Species
	CV-I65-010-21.85	685+11	Small Structure Replacement	No	No Endangered Bat Species
	CV-I65-010-22.23	704+82	Small Structure Replacement	No	No Endangered Bat Species
	CV-I65-010-22.97	744+13	Small Structure Replacement	No	No Endangered Bat Species
	CV-I65-010-23.28	811+09	Small Structure Replacement	No	No Endangered Bat Species
	CV-I65-072-24.80	891+38	Small Structure Replacement	No	No Endangered Bat Species
	CV-I65-072-24.97	900+22	Small Structure Replacement	No	No Endangered Bat Species
	CV-I65-072-26.04	955+09	Small Structure Replacement	No	No Endangered Bat Species
	CV-I65-072-26.41	974+55	Small Structure Replacement	No	No Endangered Bat Species
	CV-I65-072-26.54	981+40	Small Structure Replacement	No	No Endangered Bat Species
	CV-I65-072-26.84	997+56	Small Structure Replacement	No	No Endangered Bat Species
	CV-I65-072-27.60	1039+02	Small Structure Replacement	No	No Endangered Bat Species
	CV-I65-072-27.81	1050+32	Small Structure Replacement	No	No Endangered Bat Species

Several pipes along the project area will be replaced and will be inspected for bats.

RECOMMENDATIONS SECTION

Include recommendations from each section. If there are no recommendations, please indicate N/A:

INFRASTRUCTURE:

Airports: The Scottsburg Airport is a public-use airport and is located approximately 0.28 mile west of the project area, 0.41 mile north of Leotard Road. Coordination with INDOT Aviation will occur.

Religious Facilities: Two (2) facilities, Scottsburg United Methodist Church and Kingdom Hall of Jehovah's Witnesses, are adjacent to the project area. Scottsburg United Methodist Church is located 0.28 mile south of the I-65 and SR 56 intersection, and Kingdom Hall of Jehovah's Witnesses is located 0.44 mile south of the same intersection. Coordination with Scottsburg United Methodist Church and Kingdom Hall of Jehovah's Witnesses will occur.
Cemeteries: Everitt Cemetery and Mount Zion Cemetery are adjacent to the project area, 3.5 miles south of the intersection with SR 56 and south of the intersection with SR 160, respectively. A Cemetery Development Plan may be required since the project is within 100 feet of the cemeteries. Coordination with INDOT Cultural Resources will occur.

Recreational Facilities: White Oak Nature Preserve is adjacent to the project area, 1.19 mile north of the SR 160 intersection. Coordination with DNR Division of Forestry will occur.

Pipelines: One (1) pipeline segment owned by Midwest Natural Gas Corp. crosses the middle portion of the project area. Coordination with INDOT Utilities and Railroads should occur.

Trails: One (1) planned trail segment is located within the project area, 0.01 mile south of US 31. Coordination with Scottsburg Parks and Recreation Department will occur.

Managed Lands: Clark State Forest is within the project area, in the southern termini. Coordination with DNR Division of Forestry will occur.

WATER RESOURCES:

The presence of the following water resources will require the preparation of a Waters of the US Report and coordination with INDOT ES Ecology ad Waterway Permitting:

- Six (6) NWI-Lines are located within the project area.
- Twenty (20) rivers and streams are located throughout the project area.
- Six (6) wetlands are located throughout the project area.
- One (1) lake is located within the project area, 0.19 mile south of SR 160.
- The project area is located within seven (7) floodplain polygons (coordination only).

Blue Lick Creek is listed as impaired for IBC and E. coli. Lodge Creek is listed for IBC and E. coli. The bridge over Blue Lick Creek will be replaced and the bridge over Lodge Creek will be rehabilitated. Concerning IBC, BMPs will be used to avoid further degradation of the stream. Workers who are working in or near water with E. coli should take care to wear appropriate PPE, observe proper hygiene procedures, including regular hand washing, limit personal exposure.

MINING/MINERAL EXPLORATION: N/A

HAZARDOUS MATERIAL CONCERNS:

- LUST: One (1) LUST site, Circle K 0130 (414 SR 160 W, Scottsburg, IN 47170, AI #7878), is adjacent to the project area in the southeast quadrant of the intersection with SR 160. IDEM issued a No Further Action Approval Determination Pursuant to Remediation Closure Guide letter, dated January 8, 2014, following the recording of an ERC on the deed of the property for a release reported in 1993. The ERC includes a groundwater use restriction. A second release was reported to IDEM on January 10, 2017. The release was a surface spill that occurred during product delivery, and contaminated soil was subsequently removed from the spill area. IDEM issued a No Further Action Approval Determination Pursuant to Spill Response and Limited Subsurface Investigation Report, dated June 23, 2017. Due to the ERC and proximity of the site to the project area, coordination with Lynette, LSchrowe@idem.in.gov, with IDEM is recommended.

- Institutional Controls: Eight (8) Institutional Controls are located within the 0.5 mile search radius. The nearest facility, Circle K 0130 (414 SR 160 W, Scottsburg, IN 47170, AI #7878), adjacent to the project area, in the southeast quadrant of the intersection with SR 160. An ERC was recorded on the deed of the property on December 2, 2013 for a release reported in 1993. The ERC includes a groundwater use restriction. Due to the ERC and proximity of the site to the project area, coordination with Lynette Schrowe, LSchrowe@idem.in.gov, with IDEM is recommended.

ECOLOGICAL INFORMATION: Coordination with USFWS and IDNR will occur. A review of the USFWS database indicated the presence of bats within 0.5 mile of the project area. Additional coordination with INDOT ESD will be necessary. The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to the most recent "Using the USFWS's IPaC System for Listed Bat Consultation for INDOT Projects".

INDOT Environmental Services concurrence: Nicole Fohey-Breting Digitally signed by Nicole Fohey-Breting Date: 2021.09.30 18:58:37 -04'00' (Signature)

Prepared by:
Brook Earl
Environmental Analyst
Beam, Longest, and Neff (BLN)

Graphics:

A map for each report section with a 0.5 mile search radius buffer around all project area(s) showing all items identified as possible items of concern is attached. If there is not a section map included, please change the YES to N/A:

SITE LOCATION: YES

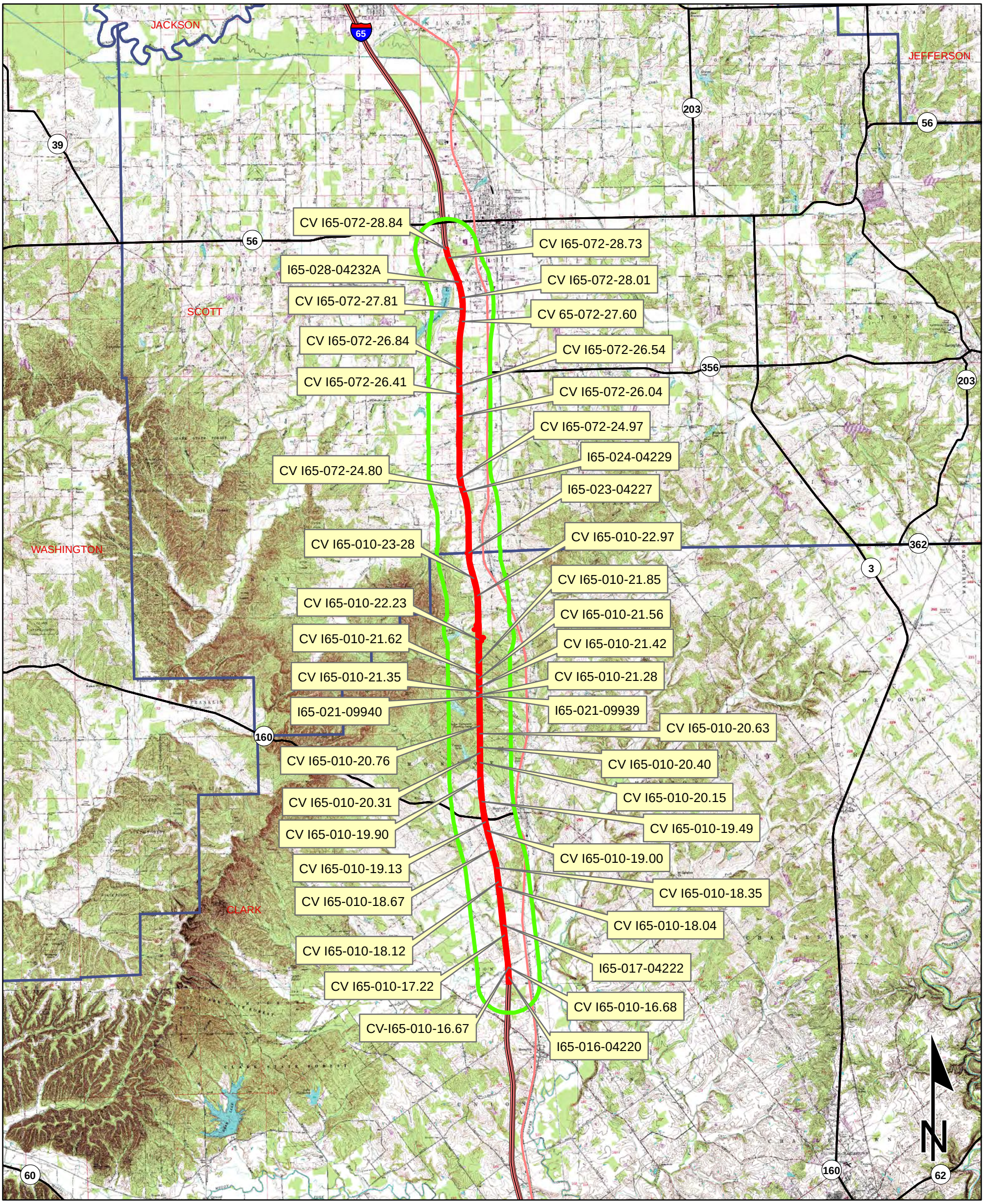
INFRASTRUCTURE: YES

WATER RESOURCES: YES

MINING/MINERAL EXPLORATION: YES

HAZARDOUS MATERIAL CONCERNS: YES

Red Flag Investigation -Site Location
I-65 from 0.5 mi N of Blue Lick Rd to 0.5 mi S of SR 56
Contract R-41529, Added Travel Lanes
Clark and Scott Counties, Indiana



Sources:
Non Orthophotography Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)

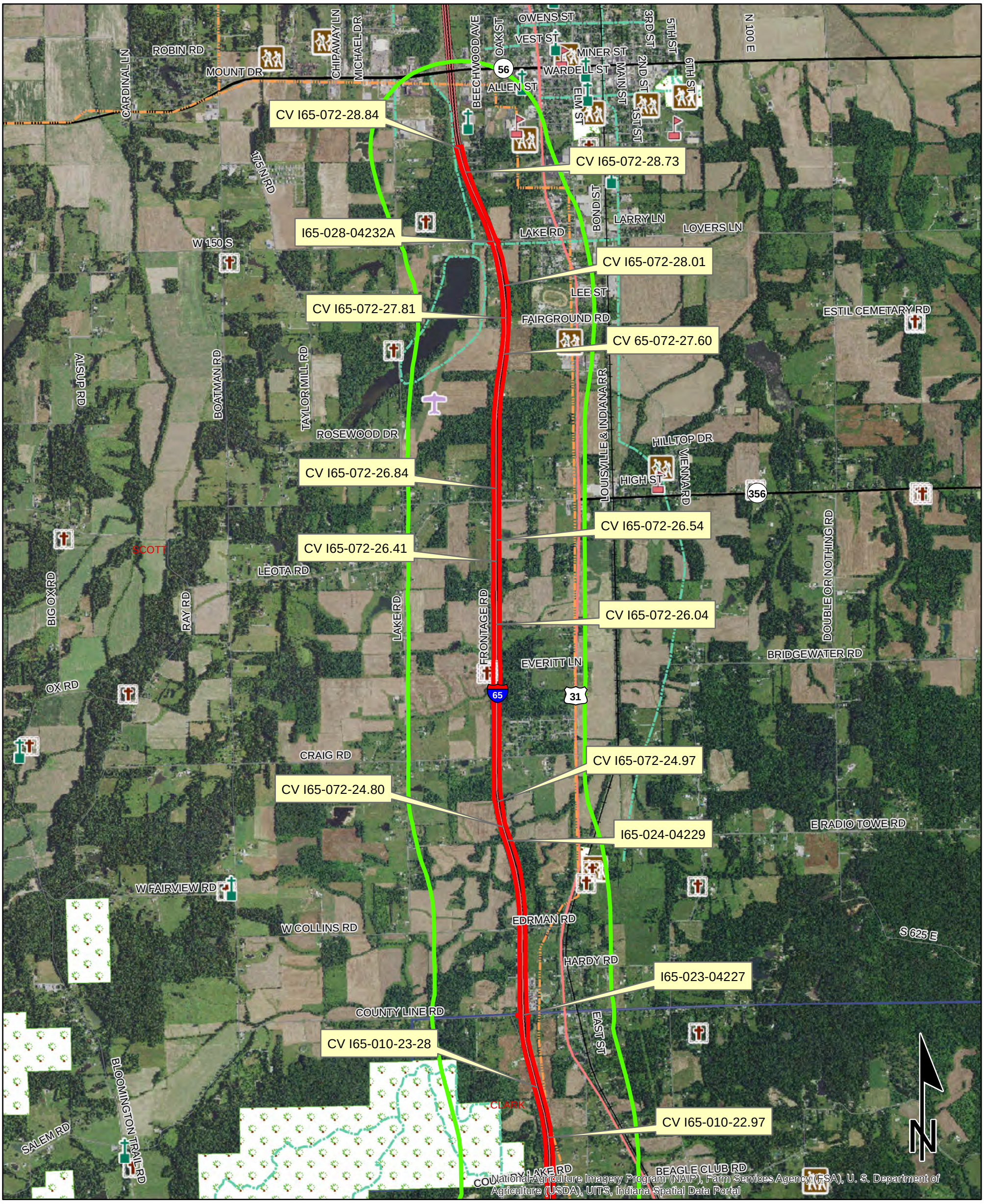
2 1 0 2 Miles

Map Projection: UTM Zone 16 N **Map Datum:** NAD83

This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

SCOTTSBURG/HENRYVILLE
QUADRANGLE
INDIANA
7.5 MINUTE SERIES

Red Flag Investigation - Infrastructure Northern Termini
I-65 from 0.5 mi N of Blue Lick Rd to 0.5 mi S of SR 56
Contract R-41529, Added Travel Lanes
Clark and Scott Counties, Indiana



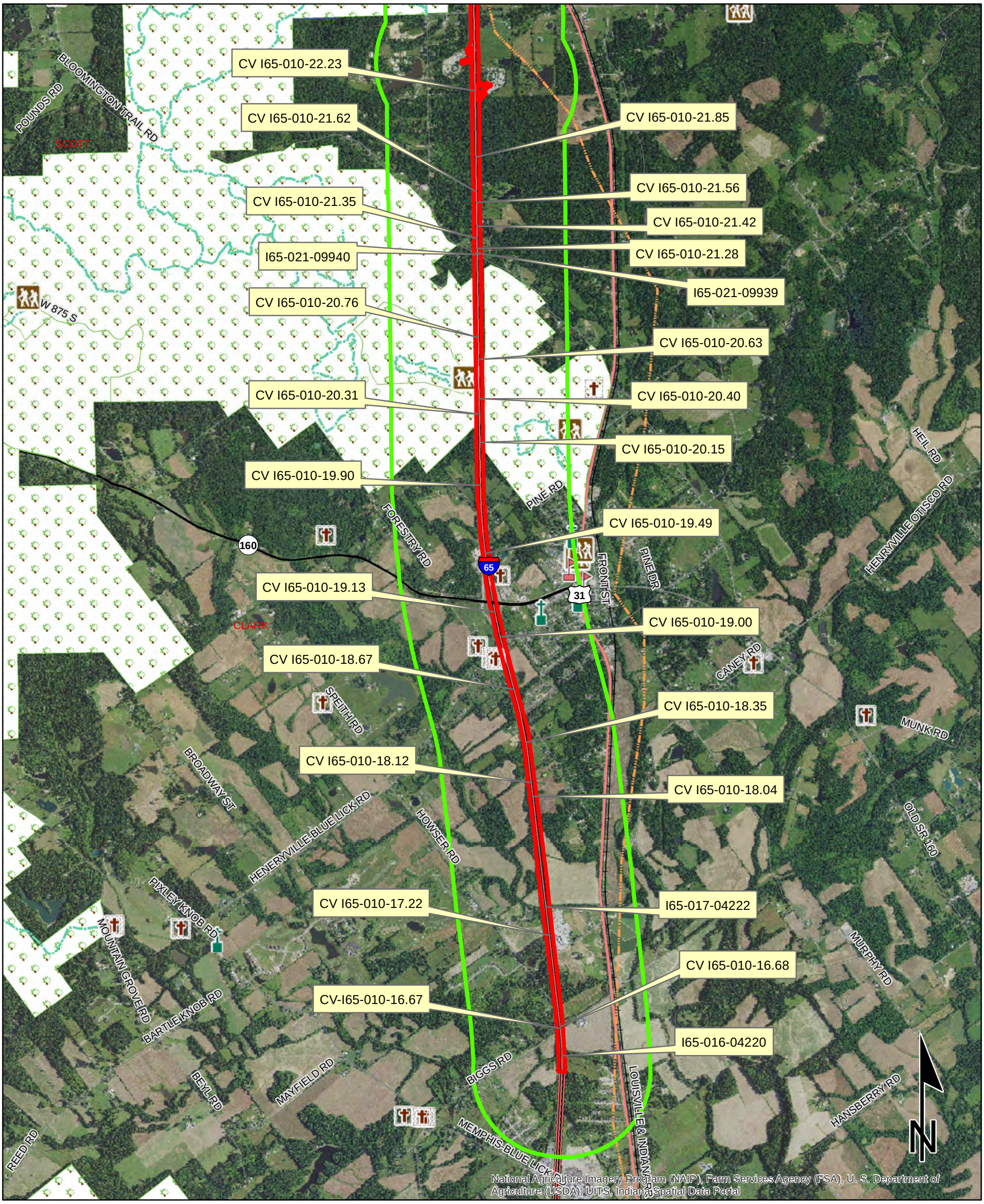
0.7 0.35 0 0.7 Miles

Sources:
Non Orthophotography Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N **Map Datum:** NAD83

This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

- Religious Facility
- Airport
- Cemeteries
- Hospital
- School
- Recreation Facility
- Pipeline
- Railroad
- Trails
- Managed Lands
- County Boundary
- Project Area
- Half Mile Radius
- Toll
- Interstate
- State Route
- US Route
- Local Road

Red Flag Investigation - Intrastructure Southern Termini
I-65 from 0.5 mi N of Blue Lick Rd to 0.5 mi S of SR 56
Contract R-41529, Added Travel Lanes
Clark and Scott Counties, Indiana



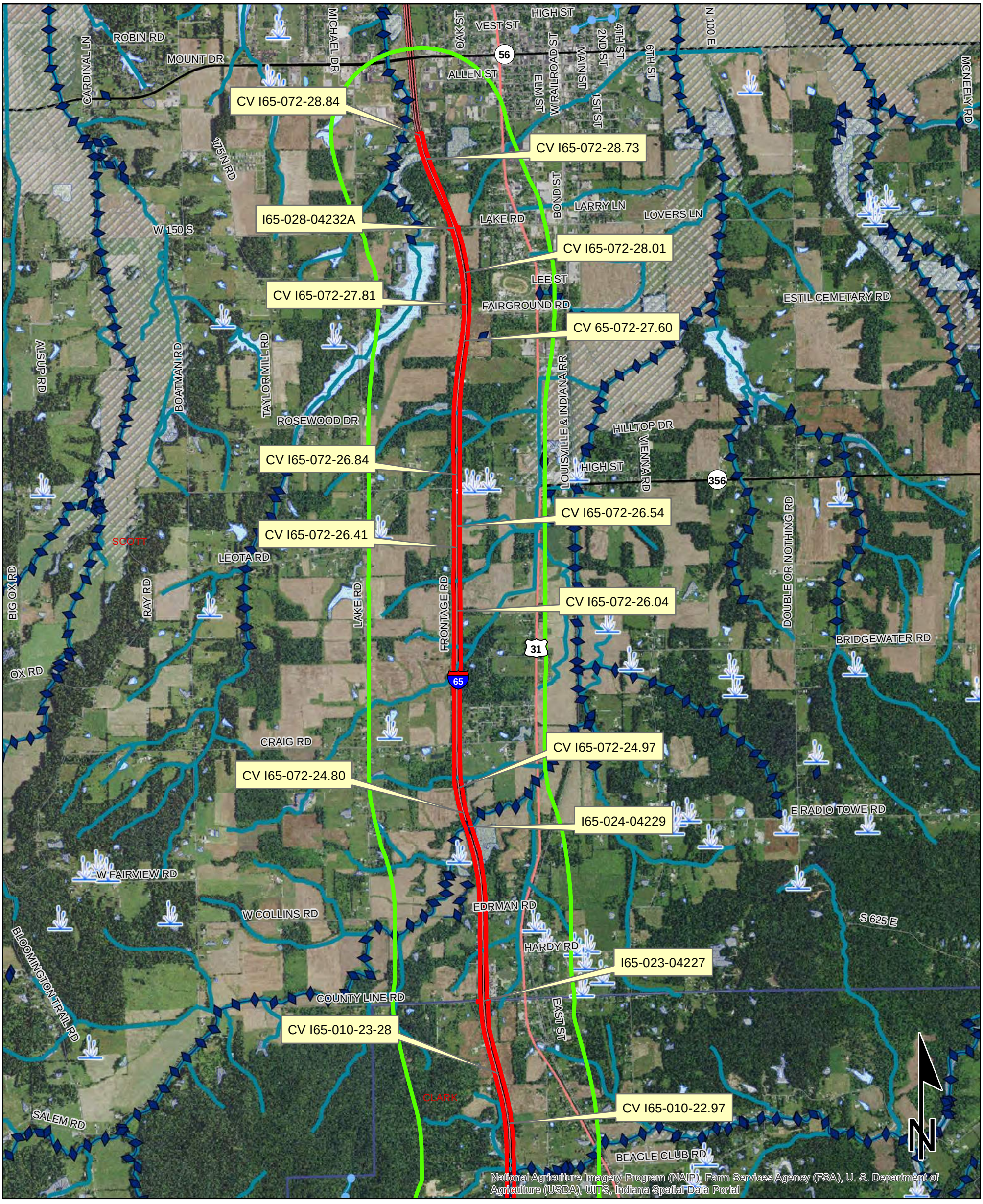
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Sources:
Non Orthophotography Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N **Map Datum:** NAD83

This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

- Religious Facility
- Airport
- Cemeteries
- Hospital
- School
- Recreation Facility
- Pipeline
- Railroad
- Trails
- Managed Lands
- County Boundary
- Project Area
- Half Mile Radius
- Toll
- Interstate
- State Route
- US Route
- Local Road

Red Flag Investigation - Water Resources Northern Termini
I-65 from 0.5 mi N of Blue Lick Rd to 0.5 mi S of SR 56
Contract R-41529, Added Travel Lanes
Clark and Scott Counties, Indiana



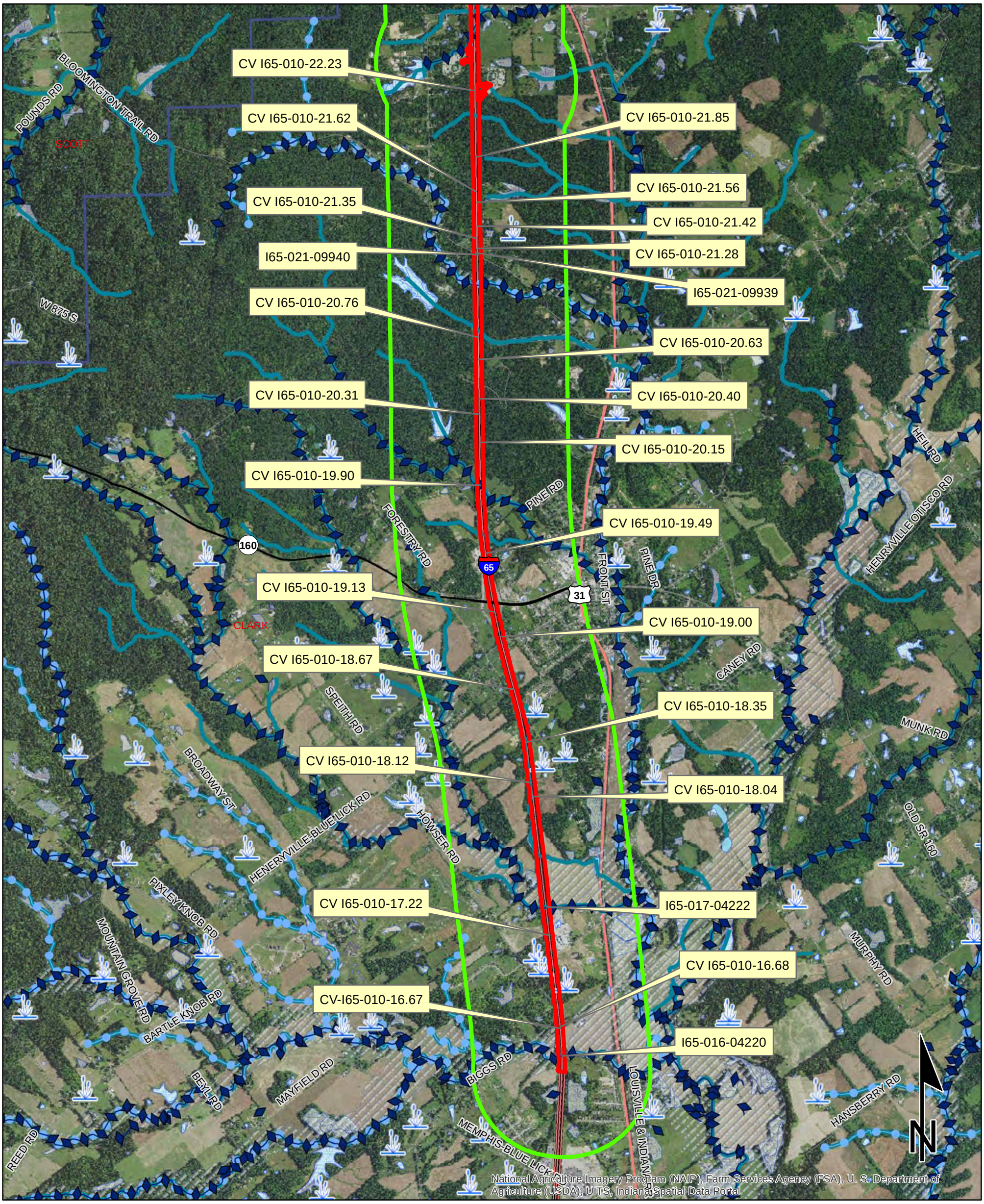
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Sources:
Non Orthophotography Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N **Map Datum:** NAD83

This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

- NWI - Point
- Karst Spring
- NWI- Line
- Impaired_Stream_Lake
- NPS NRI listed
- River
- Canal Structure - Historic
- Canal Route - Historic
- Wetlands
- Lake
- Floodplain - DFIRM
- Cave Entrance Density
- Sinkhole Area
- Sinking-Stream Basin
- County Boundary
- Project Area
- Half Mile Radius
- Toll
- Interstate
- State Route
- US Route
- Local Road

Red Flag Investigation - Water Resources Southern Termini
I-65 from 0.5 mi N of Blue Lick Rd to 0.5 mi S of SR 56
Contract R-41529, Added Travel Lanes
Clark and Scott Counties, Indiana



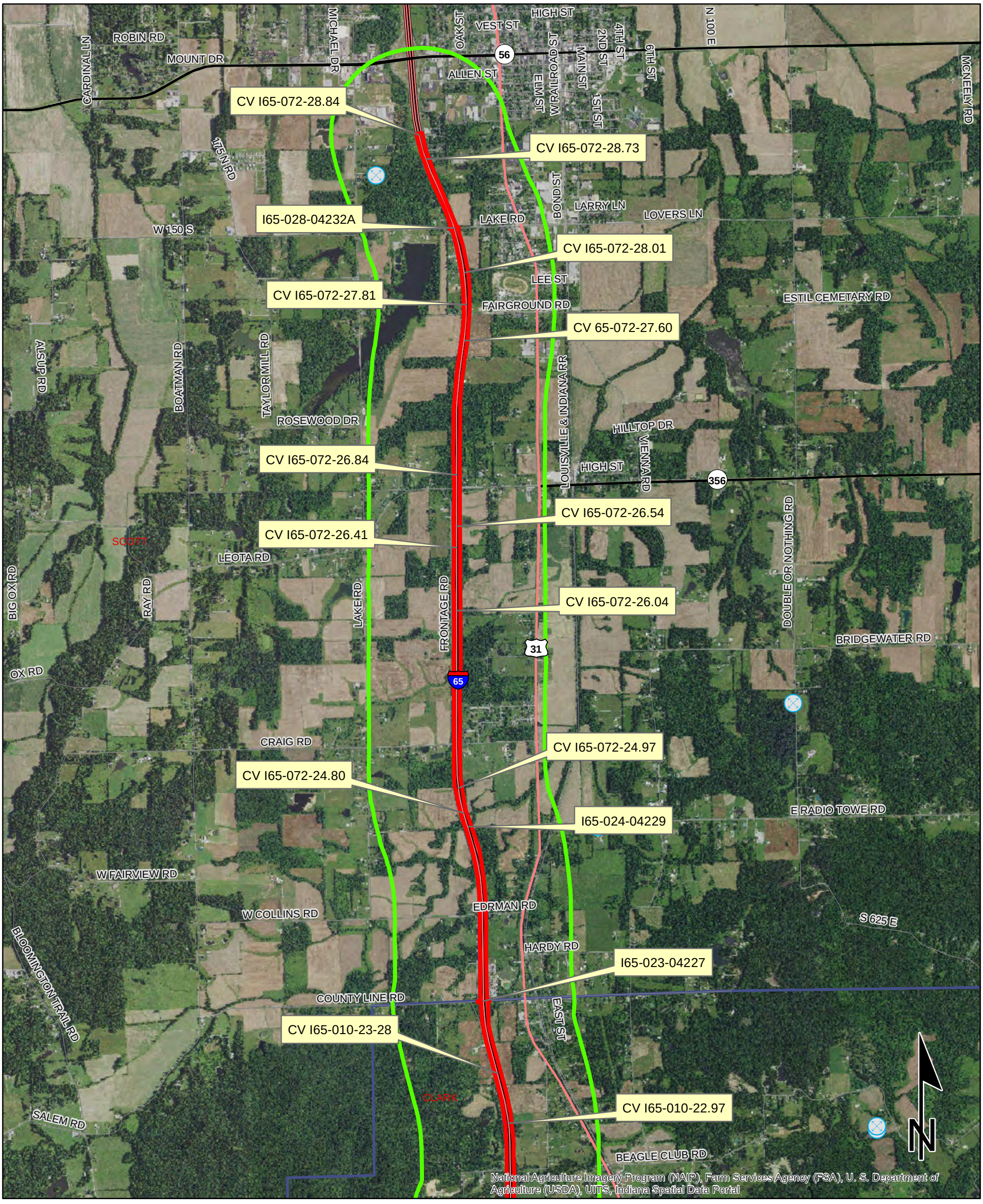
0.7 0.35 0 0.7 Miles

Sources:
Non Orthophotography Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N **Map Datum:** NAD83

This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

- NWI - Point
- Karst Spring
- NWI- Line
- Impaired_Stream_Lake
- NPS NRI listed
- River
- Canal Structure - Historic
- Canal Route - Historic
- Wetlands
- Lake
- Floodplain - DFIRM
- Cave Entrance Density
- Sinkhole Area
- Sinking-Stream Basin
- County Boundary
- Project Area
- Half Mile Radius
- Toll
- Interstate
- State Route
- US Route
- Local Road

Red Flag Investigation - Mining/Mineral Exploration Northern Termini
I-65 from 0.5 mi N of Blue Lick Rd to 0.5 mi S of SR 56
Contract R-41529, Added Travel Lanes
Clark and Scott Counties, Indiana



0.75 0.375 0 0.75 Miles

Sources:

Non Orthophotography Data - Obtained from the State of Indiana Geographical Information Office Library

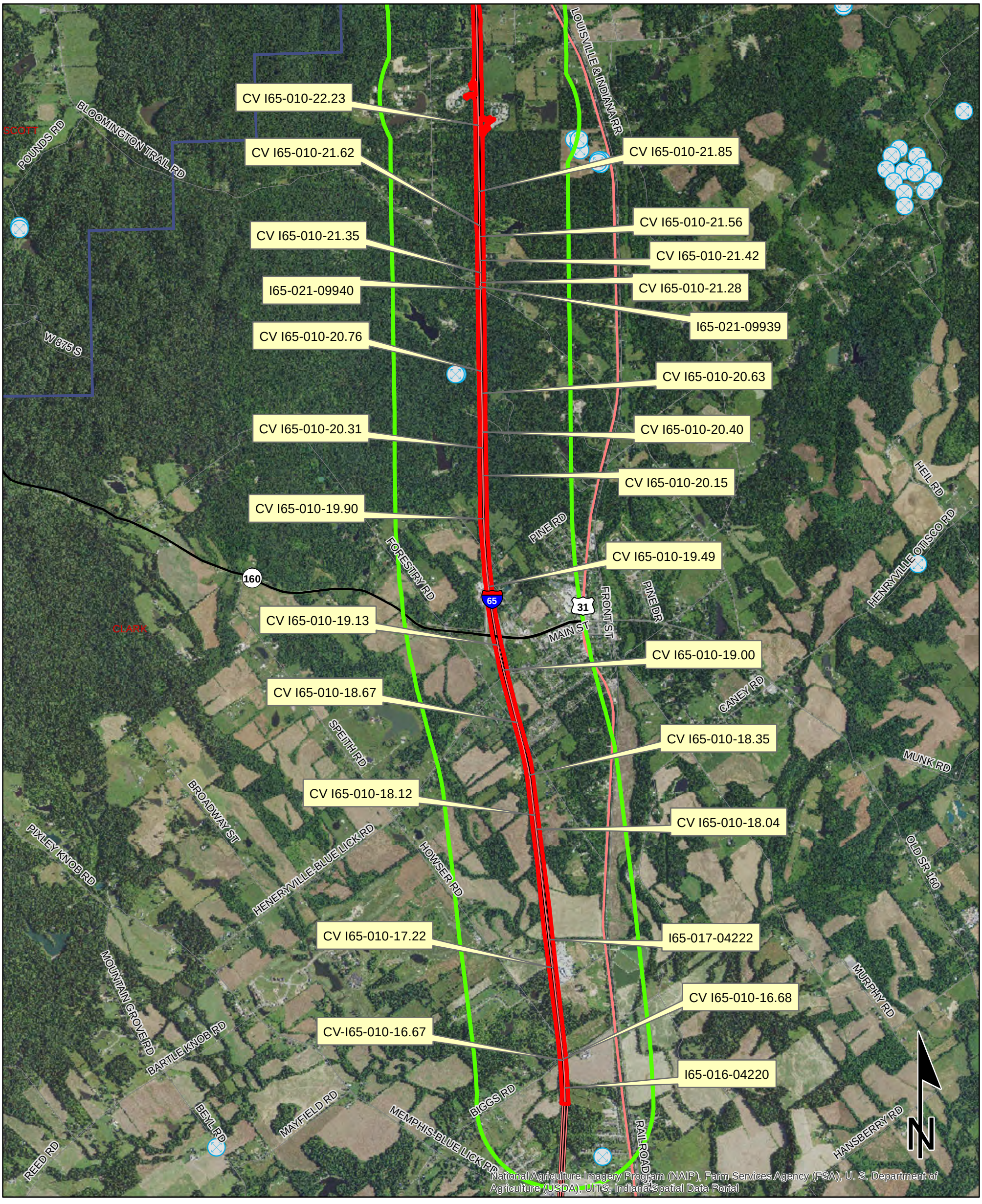
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)

Map Projection: UTM Zone 16 N **Map Datum:** NAD83

This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

- Oil and Gas Wells
- Mineral Resources
- Mine - Surface
- Mine - Underground
- County Boundary
- Project Area
- Half Mile Radius
- Toll
- Interstate
- State Route
- US Route
- Local Road

Red Flag Investigation - Mining/Mineral Exploration Southern Termini
I-65 from 0.5 mi N of Blue Lick Rd to 0.5 mi S of SR 56
Contract R-41529, Added Travel Lanes
Clark and Scott Counties, Indiana



0.75 0.375 0 0.75 Miles

Sources:

Non Orthophotography

Data - Obtained from the State of Indiana Geographical Information Office Library

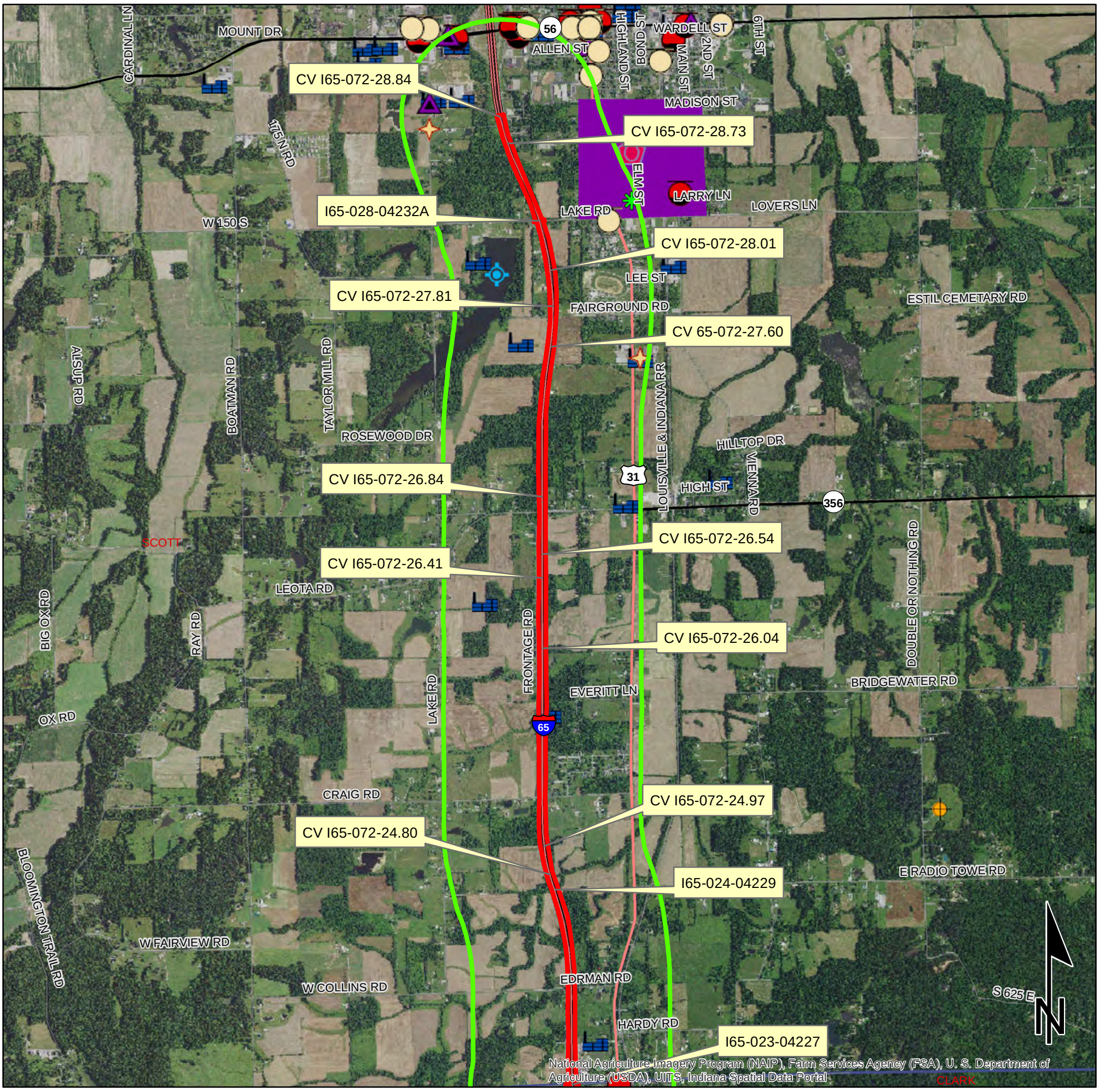
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)

Map Projection: UTM Zone 16 N **Map Datum:** NAD83

This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

- Oil and Gas Wells
- Mineral Resources
- Mine - Surface
- Mine - Underground
- County Boundary
- Project Area
- Half Mile Radius
- Toll
- Interstate
- State Route
- US Route
- Local Road

Red Flag Investigation - Hazardous Material Concerns Northern Termini
I-65 from 0.5 mi N of Blue Lick Rd to 0.5 mi S of SR 56
Contract R-41529, Added Travel Lanes
Clark and Scott Counties, Indiana



- Brownfield
- RCRA Corrective Action Sites
- Confined Feeding Operation
- Notice_Of_Contamination
- Construction/Demolition Site
- Infectious/Medical Waste Site
- Leaking Underground Storage Tank
- Manufactured Gas Plant
- NPDES Facilites
- NPDES Pipe Locations
- Open Dump Waste Site
- RCRA Generator/TSD
- Restricted Waste Site
- Septage Waste Site
- Solid Waste Landfill
- State Cleanup Site
- Superfund
- Tire Waste Site
- Underground Storage Tank
- Voluntary Remediation Program
- Waste Transfer Station
- Institutional Controls
- County Boundary
- Project Area
- Half Mile Radius
- Toll
- Interstate
- State Route
- US Route
- Local Road

0.7 0.35 0 0.7 Miles

This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

Sources:

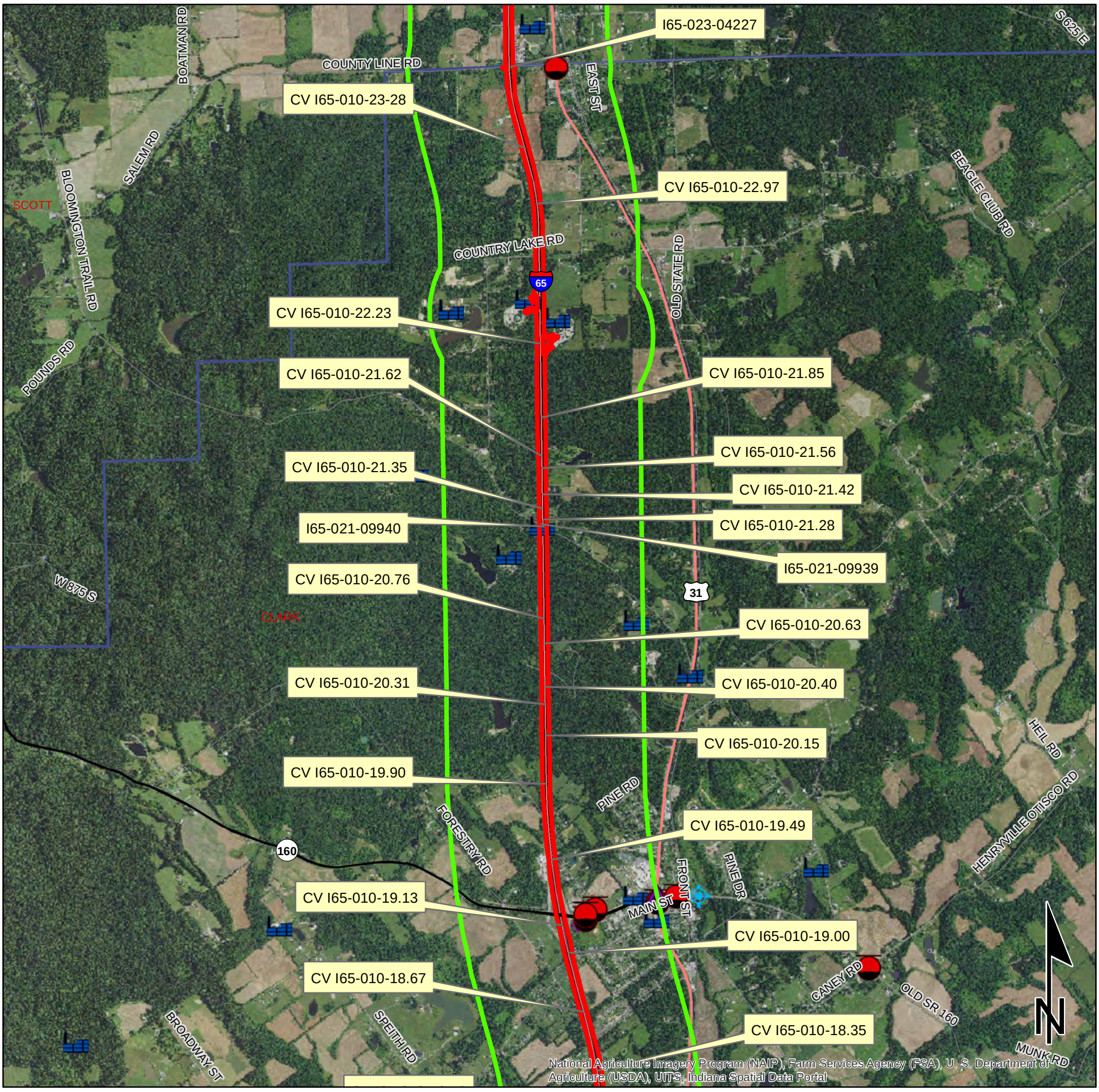
Non Orthophotography

Data - Obtained from the State of Indiana Geographical Information Office Library

Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)

Map Projection: UTM Zone 16 N **Map Datum:** NAD83

Red Flag Investigation - Hazardous Material Concerns Middle Section
I-65 from 0.5 mi N of Blue Lick Rd to 0.5 mi S of SR 56
Contract R-41529, Added Travel Lanes
Clark and Scott Counties, Indiana



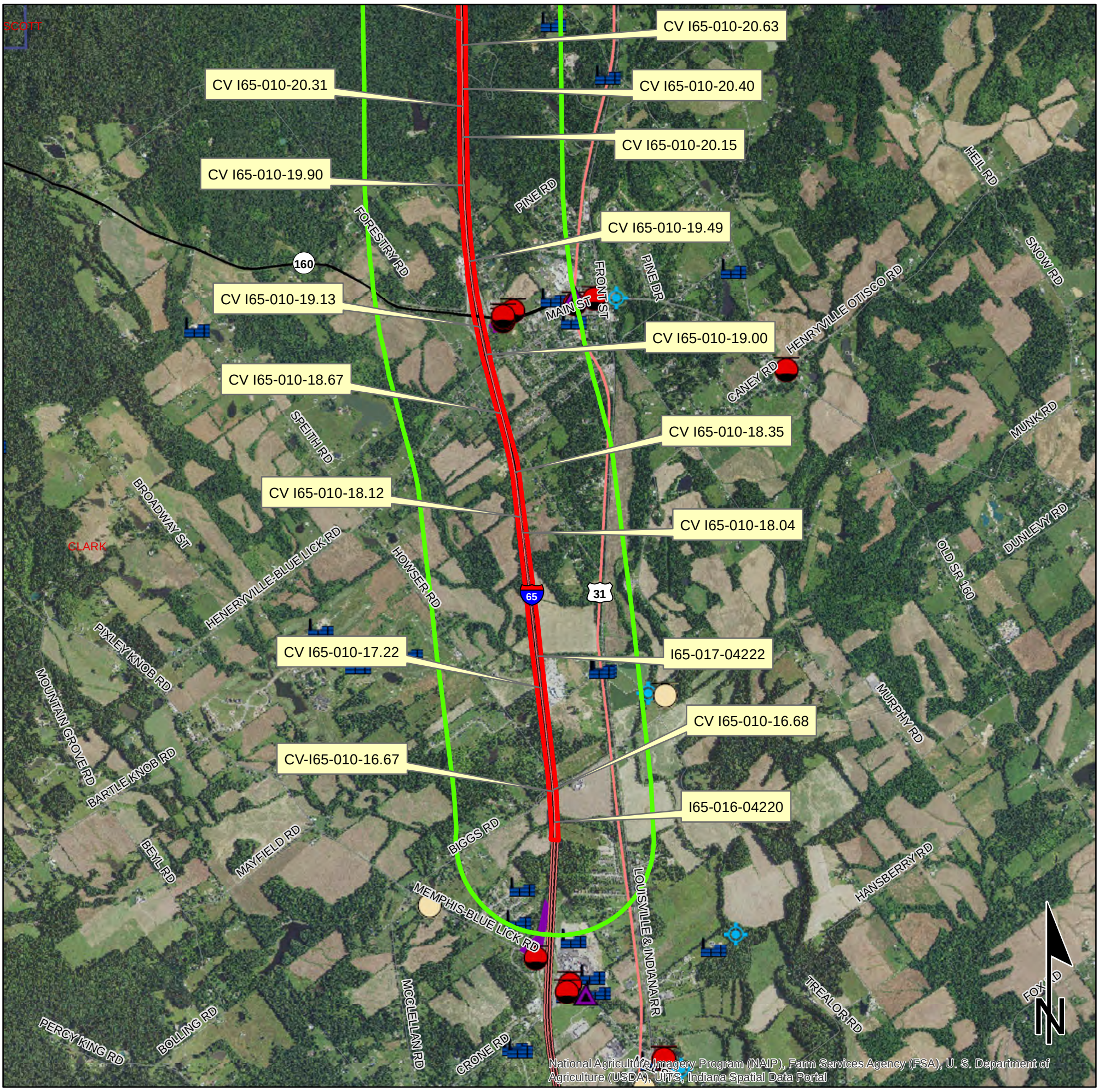
- Brownfield
- RCRA Corrective Action Sites
- Confined Feeding Operation
- Notice_Of_Contamination
- Construction/Demolition Site
- Infectious/Medical Waste Site
- Leaking Underground Storage Tank
- Manufactured Gas Plant
- NPDES Facilites
- NPDES Pipe Locations
- Open Dump Waste Site
- RCRA Generator/TSD
- Restricted Waste Site
- Septage Waste Site
- Solid Waste Landfill
- State Cleanup Site
- Superfund
- Tire Waste Site
- Underground Storage Tank
- Voluntary Remediation Program
- Waste Transfer Station
- Institutional Controls
- County Boundary
- Project Area
- Half Mile Radius
- Toll
- Interstate
- State Route
- US Route
- Local Road

0.7 0.35 0 0.7 Miles

This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

Sources:
Non Orthophotography
Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N **Map Datum:** NAD83

Red Flag Investigation - Hazardous Material Concerns Southern Termini
I-65 from 0.5 mi N of Blue Lick Rd to 0.5 mi S of SR 56
Contract R-41529, Added Travel Lanes
Clark and Scott Counties, Indiana



- Brownfield
- RCRA Corrective Action Sites
- Confined Feeding Operation
- Notice_Of_Contamination
- Construction/Demolition Site
- Infectious/Medical Waste Site
- Leaking Underground Storage Tank
- Manufactured Gas Plant
- NPDES Facilites
- NPDES Pipe Locations
- Open Dump Waste Site
- RCRA Generator/TSD
- Restricted Waste Site
- Septage Waste Site
- Solid Waste Landfill
- State Cleanup Site
- Superfund
- Tire Waste Site
- Underground Storage Tank
- Voluntary Remediation Program
- Waste Transfer Station
- Institutional Controls
- County Boundary
- Project Area
- Half Mile Radius
- Toll
- Interstate
- State Route
- US Route
- Local Road

0.7 0.35 0 0.7 Miles

This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

Sources:
Non Orthophotography
Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N **Map Datum:** NAD83

Appendix F:

Water Resources

WETLAND DELINEATION AND WATERS REPORT

I-65 ADDED TRAVEL LANES FROM 0.5 MILE NORTH OF BLUE LICK ROAD TO 1.5 MILES NORTH OF SR 56
DES. NO. 1700135
SCOTTSBURG AND HENRYVILLE, CLARK AND SCOTT COUNTIES, INDIANA
38.604767/-85.781478



Prepared for:
INDIANA DEPARTMENT OF TRANSPORTATION
SEYMOUR DISTRICT
185 AGRICO LANE
SEYMOUR, INDIANA 47274

Prepared by:
AMERICAN STRUCTUREPOINT, INC.
9025 RIVER ROAD, SUITE 200
INDIANAPOLIS, INDIANA 46240
(317) 547-5580

March 5th, 2021

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Appendix A - Aquatic Resource Summary Tables
Appendix B - Routine Wetland Determination Data Forms
Appendix C - Quality Assessment Forms
Appendix D - Mapping
Appendix E - Photographs

1.0 Introduction

American Structurepoint, Inc. was contracted by the Indiana Department of Transportation (INDOT) Seymour District to perform a wetland delineation and waters investigation for the proposed Interstate 65 (I-65) Added Travel Lanes Project (Lead Des. No. 1700135, for additional Des. Nos. associated with this project and current anticipated scope, see Table 1 below). The project proposes a full mainline replacement and the addition of one northbound and one southbound travel lane within the current median. Additionally, INDOT anticipates bridge and small structure work (see details in Table 1 below).

Table 1. Additional Des. Nos. associated with Lead Des. 1700135

Bridges			
Des. No.	**Bridge No.**	**Location**	**Work Type**
1600729, 1600733	I65-17-4222D	I-65 NB and SB over Caney Fork Creek	Widening and Superstructure Replacement
1600744, 1600750	I65-16-4220D	I-65 NB and SB over Blue Lick Creek	Superstructure Replacement
2001600, 2001601	I65-21-4225D	I-65 at Brownstown Road (NB and SB)	Widening
2001603	I65-23-4227A	County Line Road over I-65	Superstructure Replacement
2001604, 2001605	I65-24-4229A	I-65 NB and SB over Pigeon Roost Creek	Widening and Superstructure Replacement
2001607	I65-28-4232A	Lake Road Bridge over I-65	Superstructure Replacement
Small Drainage Structures			
Des. No.	**Culvert No.**	**Location**	**Work Type**
2001593	I65-072-26.20	I-65 6.97 miles N of SR 160	Small Structure Pipe Lining
2001594	I65-072-25.05	I-65 5.82 miles N of SR 160	Small Structure Pipe Lining
2001595	I65-010-22.77	I-65 3.54 miles N of SR 160	Small Structure Replacement
2001596	I65-072-25.83	I-65 6.60 miles N of SR 160	Small Structure Replacement
2001597	I65-010-22.65	I-65 3.42 miles N of SR 160	Small Structure Pipe Lining
2001598	I65-010-19.90	I-65 0.67 miles N of SR 160	Small Structure Pipe Lining
2001599	I65-010-18.35	I-65 9.21 miles N of SR 160	Small Structure Pipe Lining

The I-65 Added Travel Lanes project is 14.8 miles long beginning approximately 0.5 mile north of Blue Lick Road and extending to 1.5 miles north of State Road (SR) 56 in Clark and Scott Counties. The center coordinates of the site are 38.604767, -85.781478. The investigated area generally encompasses the state owned right-of-way and ranges from approximately 175 to 325 feet wide. From Moonglo Road to the northern limits (approximately 0.2 miles) only the 50-foot wide median was investigated. The investigated area also extends along the intersecting roadways and interchanges at SR 160, the I-65 over Brownstown Road Bridge, the Henryville Rest Areas, the Liberty Knob Road over I-65 Bridge, the Lake Road over I-65 Bridge, and at SR 56. The investigated area is located on the Henryville, Scottsburg, and Speed United State Geological Survey (USGS) 7.5 Minute Quadrangle Maps. The location and approximate boundaries of the investigated area can be seen in the attached maps and aerial photographs (Appendix D).

American Structurepoint, Inc. staff visited the site on August 31st through September 3rd, 2020, to conduct a wetland delineation and waters investigation. The proposed project is located in Land Resource Region (LRR) M and N, as recognized by the US Department of Agriculture. As the majority of the proposed project is located in LRR M, this wetland delineation was conducted in accordance with the *Corps of Engineers Wetland Delineation Manual* (Environmental Laboratory, 1987) and the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Midwest Region* (US Army Corps of Engineers, 2010) following coordination with INDOT Ecological and Waterway Permitting Office.

A total of 109 wetlands (Wetlands 1, 2, 3.1, 3.2, 4-20, 21.1, 21.2, 22-40, 41.1, 41.2, 42– 106) totaling approximately 7.69 acres and 43 streams (for stream names, see the Aquatic Resources Summary: Streams Table in Appendix A) totaling 11,703 linear feet (1.581 acres) were identified within the investigated area. Wetlands 2, 3.1, 3.2, 9, 12, 21.1, 21.2, 26, 32, 40, 65, 68-69, 74, 76, 78, 86, 89, and 105 as well as 24 of the streams (for jurisdictional information, see the Aquatic Resources Summary: Streams Table in Appendix A) appear to have a hydrologic connection to a Traditional Navigable Waterway (TNW). Therefore, these wetlands and streams are anticipated to be considered jurisdictional waters of the US.

Wetlands 1, 4-8, 10, 11, 13-20, 22-25, 27-31, 33-39, 41.1, 41.2, 42- 64, 66-67, 70-73, 75, 77, 79-85, 87-88, 90-104, and 106 do not abut jurisdictional waters of the US and are not flooded within a typical year. Therefore, these features are anticipated to be considered jurisdictional waters of the State.

Nineteen of the streams were determined to be ephemeral streams. Additionally, culverts and maintenance pipes associated with intermittent and perennial streams within the project area are anticipated to be considered artificial drainage features (for jurisdictional information, see the Aquatic Resources Summary: Streams Table in Appendix A). Therefore, these resources are anticipated to be non-jurisdictional.

2.0 Site Characterization – Records Review

2.1 USGS Topographic Mapping

The investigated area is located on the Henryville, Scottsburg, and Speed USGS Topographic Quadrangles in Section 25, Township 3 North, and Range 5 East; Section 26, Township 1 N, Range 5 East; Section 27, Township 4N, Range 5 East; Section 30, Township 3 North, Range 6 East; Section 20, Township 1 North, Range 6 East; Section 10, Township 2 North, Range 5 East; Sections 15, 20, 27, and 36, Township 2 North, Range 6 East; Sections 28 and 32, Township 3 North, Range 5 East; Sections 13, 23, 27, and 34, Township 3 North, Range 6 East; and Tract Numbers 220, 238, 240, 250, 265 and 268.

The topographic map depicts the investigated area as mostly cleared land along I-65. Some forested areas are depicted along streams and along the boundary of the investigated area. The topography is generally rolling, draining generally to the east. Twenty-one streams are depicted within the investigated area. An additional three streams, depicted as adjacent on the topographic map, were field verified as present within the investigated area. See the table below for more details:

Stream Name	Flow Regime	Field Verified
Henryville Quadrangle- Clark County		
Blue Lick Creek	Perennial	Yes
Caney Fork	Perennial	Yes
Henry Brook (two crossings)	Intermittent	Yes; two crossings were verified
Ville Run	Intermittent	Yes
Wolf Run	Perennial	Yes
UNT to Miller Fork	Perennial	Yes; identified as UNT 3 to Miller Fork.
Miller Fork	Perennial	Yes
UNT to Meal Run *Mapped adjacent, east of I-65	Intermittent	Yes; UNT 1 to Meal Run
Meal Run	Intermittent	Yes
Wheel Run	Intermittent	Yes
West Fork Silver Creek	Perennial	Yes
UNT to West Fork Silver Creek	Intermittent	Yes
UNT to West Fork Silver Creek	Intermittent	No
UNT to Underwood Run	Intermittent	No
Pigeon Roost Creek	Perennial	Yes
UNT to Underwood Run	Intermittent	Yes
Scottsburg Quadrangle- Scott County		
Tree Creek	Perennial	Yes
UNT to Tree Creek	Intermittent	Yes
Sycamore Run	Intermittent	Yes
UNT to Sycamore Run *Mapped adjacent, east of I-65	Intermittent	Yes; UNT 2 to Sycamore Run
UNT to Nest Run	Intermittent	Yes; identified as UNT 2 to Nest Run.
Nest Run	Intermittent	Yes
Elm Branch *Mapped adjacent, east of I-65	Intermittent	Yes
Honey Run	Perennial	No

Twenty-one of the mapped streams (Blue Lick Creek, Caney Fork, Henry Brook, Ville Run, Wolf Run, UNT to Miller Fork, Miller Fork, UNT to Meal Run, Meal Run, Wheel Run, West Fork Silver Creek, UNT to West Fork Silver Creek, Pigeon Roost Creek, UNT to Underwood Run, Tree Creek, UNT to Tree Creek, Sycamore Run, UNT to Sycamore Run, UNT to Nest Run, Nest Run, and Elm Branch) were field verified during the August 31st through September 3rd, 2020 field investigation. Honey Run was not field verified due to the investigated area being confined to the median and the feature is encapsulated beneath I-65 in this location.

2.2 National Wetlands Inventory Mapping (NWI) Maps

The NWI Mapping was reviewed for the investigated area. Nine mapped wetlands are located within the investigated area and four NWI wetlands were field verified as present within the investigated area. See the below NWI Summary table for more details:

NWI Summary		
Mapped NWI	**Location**	**Field Verified**
Palustrine, Forested, Broad-Leaved Deciduous, Temporarily Flooded (PFO1A)	West of I-65, approximately 0.5 mile south of Blue Lick Road	Yes; a portion of this wetland is mapped within emergent Wetland 1 confined to the ditchline.
Palustrine, Forested, Broad-Leaved Deciduous, Temporarily Flooded (PFO1A)	West of I-65, approximately 1.6 mile south of SR 160	Yes; a portion of this wetland is mapped within emergent Wetland 3.2 confined to the ditchline.
Palustrine, Forested, Broad-Leaved Deciduous, Temporarily Flooded (PFO1A)	West of I-65, approximately 1.5 mile south of SR 160	No
Palustrine, Unconsolidated Bottom, intermittently exposed, diked/impounded (PUBGh)	West of I-65; approximately 0.7 mile north of LEOTA ROAD	No; it is associated with the channel of Wolf Run.
Palustrine, Forested, Broad-Leaved Deciduous, Seasonally Flooded (PFO1C)	East of I-65, south of Pigeon Roost Creek	No
Palustrine, Forested, Broad-Leaved Deciduous, Temporarily Flooded (PFO1A)	East of I-65, just south of Pigeon Roost Creek	Yes; a portion of this wetland is within emergent Wetland 89 confined to the ditchline.
Palustrine, Unconsolidated Bottom, intermittently exposed, diked/impounded (PUBGh)	East of I-65, north of Pigeon Roost Creek	Yes; a portion of this wetland is within emergent Wetland 91 confined to the ditchline.
Palustrine, Forested, Broad-Leaved Deciduous, Temporarily Flooded (PFO1A)	East of I-65, at Nest Run	No; Nest Run was delineated running through this area.
Palustrine, Unconsolidated Bottom, intermittently exposed, diked/impounded (PUBGh)	West of I-65, north of Nest Run	No

2.3 County Soil Survey

The *Clark County* and *Scott County SSURGO* mapping was reviewed to determine soil classification within the investigated area. Soil types mapped within the investigated area include:

Map Unit Name	Map Unit Symbol	SSURGO Hydric Rating by Map Unit
Bartle silt loam, 0 to 2 percent slopes	BbhA	10
Bartle silt loam, 2 to 4 percent slopes	BbhB	5
Beanblossom silt loam, 1 to 3 percent slopes, occasionally flooded, very brief duration	BcrAW	0
Blocher, soft bedrock substratum-Weddel complex, 6 to 12 percent slopes, severely eroded	BfcC3	0
Blocher, soft bedrock substratum-Weddel silt loams, 6 to 12 percent slopes, eroded	BfbC2	0
Blocher-Cincinnati silt loams, 6 to 12 percent slopes, eroded	CldC2	0
Bonnell clay loam, 12 to 22 percent slopes, severely eroded	BnyD3	0
Bonnie silt loam, 0 to 1 percent slopes, frequently flooded, brief duration	BodAH	95
Bonnie silt loam, 0 to 1 percent slopes, occasionally flooded, very brief duration	BodAW	95
Cincinnati silt loam, 2 to 6 percent slopes, eroded	CkkB2	0
Cincinnati-Blocher silt loams, 6 to 12 percent slopes, severely eroded	CldC3	0
Coolville silt loam, 6 to 12 percent slopes	ComC	0
Coolville-Rarden complex, 12 to 18 percent slopes	ConD	0
Coolville-Rarden complex, 6 to 12 percent slopes, severely eroded	ConC3	0
Deam silty clay loam, 20 to 55 percent slopes	DbrG	0
Deputy-Trappist silt loams, 6 to 12 percent slopes, eroded	DtvC2	0
Dubois silt loam, 0 to 2 percent slopes	DfnA	5
Dubois silt loam, 2 to 6 percent slopes, eroded	DfnB2	3
Elkinsville silt loam, 18 to 35 percent slopes	EepF	0
Haubstadt silt loam, 0 to 2 percent slopes	HccA	0
Haubstadt silt loam, 2 to 6 percent slopes, eroded	HccB2	0
Haubstadt silt loam, 2 to 6 percent slopes, eroded	HccB2	0
Haubstadt-Shircliff complex, 6 to 15 percent slopes, severely eroded	HceC3	0
Haubstadt-Shircliff silt loams, 6 to 15 percent slopes, eroded	HcdC2	0
Haymond silt loam, 0 to 2 percent slopes, frequently flooded, very brief duration	HcgAV	0
Haymond silt loam, 0 to 2 percent slopes, occasionally flooded, very brief duration	HcgAW	0
Holton silt loam, 0 to 2 percent slopes, occasionally flooded, very brief duration	HleAW	5
Jennings silt loam, 2 to 6 percent slopes, eroded	JaeB2	0

Map Unit Name	Map Unit Symbol	SSURGO Hydric Rating by Map Unit
Jennings-Blocher, hard bedrock substratum, silt loams, 6 to 12 percent slopes, eroded	JafC2	0
Medora silt loam, 2 to 6 percent slopes, eroded	MhyB2	0
Medora silt loam, 6 to 12 percent slopes, severely eroded	MhyC3	0
Nabb silt loam, 0 to 2 percent slopes	NaaA	0
Nabb silt loam, 2 to 6 percent slopes, eroded	NaaB2	0
Oldenburg loam, 0 to 2 percent slopes, occasionally flooded, very brief duration	OfbAW	0
Pekin silt loam, 2 to 6 percent slopes, eroded	PcrB2	0
Pekin silt loam, 2 to 6 percent slopes, eroded	PcrB2	0
Pekin silt loam, 6 to 12 percent slopes, eroded	PcrC2	0
Pekin silt loam, 6 to 12 percent slopes, eroded	PcrC2	0
Pekin silt loam, 6 to 12 percent slopes, severely eroded	PcrC3	0
Peoga silt loam, 0 to 1 percent slopes	PhaA	93
Peoga silt loam, 0 to 1 percent slopes	PhaA	93
Pits, quarry	Pml	0
Scottsburg silt loam, 2 to 4 percent slopes, eroded	SceB2	0
Steff silt loam, 0 to 2 percent slopes, occasionally flooded, very brief duration	StaAW	0
Stendal silt loam, 0 to 2 percent slopes, frequently flooded, brief duration	StdAH	7
Stendal silt loam, 0 to 2 percent slopes, occasionally flooded, very brief duration	StdAW	7
Stendal silt loam, 0 to 2 percent slopes, rarely flooded	StdAQ	5
Trappist-Deputy complex, 6 to 12 percent slopes, severely eroded	TsaC3	0
Trappist-Rohan complex, 12 to 25 percent slopes, severely eroded	ThcD3	0
Udorthents, cut and filled	Uaa	0
Urban land-Udarents, fragipan substratum, complex, till plain, 0 to 12 percent slopes	UngB	0
Wakeland silt loam, 0 to 2 percent slopes, frequently flooded, brief duration	WaaAH	10
Wakeland silt loam, 0 to 2 percent slopes, occasionally flooded, very brief duration	WaaAW	10
Wakeland silt loam, 0 to 2 percent slopes, occasionally flooded, very brief duration	WaaAW	10
Weddel silt loam, 2 to 6 percent slopes, eroded	WedB2	0
Whitcomb silt loam, 0 to 2 percent slopes	WnmA	3
Wilbur silt loam, 0 to 2 percent slopes, frequently flooded, very brief duration	WokAV	0
Wilbur silt loam, 0 to 2 percent slopes, occasionally flooded, very brief duration	WokAW	0
Wirt loam, 0 to 2 percent slopes, occasionally flooded, very brief duration	WprAW	0

2.4 Aerial Photography

Aerial photography from 2017 (IndianaMap) was reviewed for the investigated area. The 2017 aerial photography depicts the investigated area as primarily maintained right-of-way with wooded vegetation corresponding to field verified stream locations throughout the investigated area. The 2017 Indiana Map Aerial depicts the investigated area as it was observed during the August 31st through September 3rd, 2020 field investigation.

2.5 Floodways and Floodplains

The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Mapping (FIRM) was reviewed for the investigated area. The investigated area is mapped within the floodplains associated with Blue Lick Creek, Caney Fork, Miller Fork, and Silver Creek.

2.6 Legal Drain

The Clark and Scott County Surveyors Offices were contacted on October 30, 2020 by American Structurepoint, Inc. staff. In a response on October 30, 2020, the Clark County Surveyor indicated there are no legal drains in Clark County. In a response on November 19, 2020, the Scott County Surveyor indicated that he is unaware of any regulated drains in the corridor.

2.7 NHD Flowlines

Seven NHD Flowlines are depicted within the investigated area. Six of the seven NHD Flowlines were field verified during the August 31st through September 3rd, 2020 field investigation. Honey Run was not field verified due to the investigated area being confined to the median and the feature is encapsulated beneath I-65 in this location.

NHD Flowline Name	Field Verified
Blue Lick Creek	Yes
Lodge Creek	Yes; Identified as Caney Fork
Unnamed	Yes; Identified as Miller Fork
Silver Creek	Yes; Identified as West Fork Silver Creek
Pigeon Roost Creek	Yes
Tree Creek	Yes
Honey Run	No

2.8 12-Digit Hydrologic Unit Code

The USGS 12-Digit Hydrologic Unit Code (HUC) mapping was reviewed for the project. The investigated area is located within the Henry Creek-Cammie Thomas Ditch (051202070803), Pigeon Roost Creek (051202070504), Headwaters Silver Creek (051401010802), Miller Fork (051401010801) and Blue Lick Creek (051401010803) 12-Digit HUCs.

3.0 Field Reconnaissance

The I-65 Added Travel Lanes Project from 0.5 mile north of Blue Lick Road to 1.5 miles north of SR 56 in Clark and Scott Counties (Des. No. 1700135) was examined for the presence of wetlands and waters of the US on the site on August 31st through September 3rd, 2020. Data points were strategically placed to identify appropriate boundaries of delineated wetlands and to determine the presence or absence of jurisdictional wetlands and waters of the US. A total of 109 wetlands (Wetlands 1, 2, 3.1, 3.2, 4-20, 21.1, 21.2, 22-40, 41.1, 41.2, 42– 106) totaling approximately 7.69 acres and 43 streams (for a list of stream names, see Appendix A) totaling 11,703 linear feet (1.243 acres) were identified within the investigated area. Data sheets and a map indicating the location of data points documenting the field investigation are included in the appendix.

3.1 Wetlands

3.1.1 Wetland 1

Wetland 1 is an emergent wetland located along the southbound lanes of I-65. The wetland is located approximately 0.20 mile south of Blue Lick Creek and extends north for 280 linear feet before terminating. Wetland 1 extends west outside of State owned right-of-way. The wetland derives water from runoff from I-65.

Wetland 1 appears to drain north via a non-jurisdictional roadside ditch. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded within a typical year, it is anticipated to be a waters of the State. Wetland 1 is a Class I Non-Forested (NF) wetland located within mapped upland soils. The wetland extends west beyond the State owned right-of-way and investigated area. As the wetland extends beyond the State owned right-of-way into adjacent forested land, Wetland 1 is not likely eligible for State exemptions under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Fraxinus pennsylvanica* and *Quercus palustris* within the sapling/shrub stratum; and *Persicaria pensylvanicum* and *Echinochloa crus-galli* within the herbaceous stratum. Although the wetland included sapling/shrubs this was not a dominant component of the absolute cover of the wetland. Hydrologic indicators included Drift Deposits (B3), Drainage Patterns (B10), Crayfish Burrows (C8), and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 1	0-18	90% 10YR 5/1 with 10% 10YR 4/6 as a concentration in the matrix	Loamy/Clayey

Wetland 1 would be considered Palustrine, Emergent, Seasonally Flooded/Saturated (PEME) under the Cowardin Classification System. Wetland 1 is 0.107 acre and extends beyond the investigated area. Wetland 1 would be considered a poor quality wetland due to its location within a roadside ditch and dominance of invasive vegetation (*Echinochloa crus-galli*). A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 1 included in the Appendix B. DP 2 included in Appendix B is representative of the upland areas surrounding Wetland 1. DP 2 did possess hydric soil but lacked the hydrophytic vegetation and hydrology to be determined a wetland.

3.1.2 Wetland 2

Wetland 2 is a forested wetland located along the southbound lanes of I-65. The wetland is confined to the roadside ditch and is entirely within State owned right-of-way. The wetland begins approximately 0.02 mile north of Biggs Road and extends north for 585 linear feet before terminating. The wetland derives water from runoff from I-65 and Howser Road.

Wetland 2 directly abuts UNT to Blue Lick Creek (an intermittent stream), which drains to Blue Lick Creek, which drains to Miller Fork, which drains to Grain Run, which drains to Silver Creek, a TNW. Therefore, it is anticipated Wetland 2 would be considered a water of the US.

The dominant vegetation consisted of *Acer rubrum* within the tree stratum; *Liquidambar styraciflua* and *Fraxinus pennsylvanica* within the sapling/shrub stratum; and *Carex muskingumensis* and *Persicaria pensylvanicum* within the herbaceous stratum. Hydrologic indicators included High Water Table (A2) at 8 inches, Saturation (A3) at 5 inches, Drift Deposits (B3), Drainage Patterns (B10), and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 3	0-4	97% 10YR 3/3 with 3% 10YR 4/6 as a concentration in the matrix	Loamy/Clayey
	4-18	90% 10YR 4/1 with 10% 10YR 3/6 as a concentration in the matrix	Loamy/Clayey

Wetland 2 would be considered Palustrine, Forested, Broad-Leaved Deciduous, Temporarily Flooded (PFO1A) under the Cowardin Classification System. Wetland 2 is 0.098 acre and wholly contained within the investigated area. Wetland 2 would be considered a poor quality wetland due to its location in a roadside ditch between I-65 and Howser Road. For reference to field data collected for this wetland see DP 3 included in the Appendix B. DP 4 included in Appendix B is representative of the upland areas surrounding Wetland 2. DP 4 did possess hydrophytic vegetation but lacked the hydric soil and hydrology to be determined a wetland.

3.1.3 Wetland 3.1

Wetland 3.1 is a forested wetland located along the southbound lanes of I-65. The wetland is confined to the roadside ditch and is entirely within State owned right-of-way. The wetland begins approximately 0.02 mile north of Caney Fork and extends north for 345 linear feet before terminating. The wetland derives water from runoff from I-65 as well as flooding from Caney Fork.

Wetland 3.1 appears to drain south via a maintenance pipe to and is flooded in a typical year by Caney Fork (a perennial stream), which drains to Miller Fork, which drains to the Ohio River, a TNW. Therefore, it is anticipated Wetland 3.1 would be considered a water of the US.

The dominant vegetation consisted of *Fraxinus pennsylvanica* within the tree stratum; *Fraxinus pennsylvanica* within the sapling/shrub stratum; and *Impatiens capensis* and *Symphyotrichum lateriflorum* within the herbaceous stratum. Hydrologic indicators included Drift Deposits (B3), Water-Stained Leaves (B9), Crayfish Burrows (C8), and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 5	0-4	95% 10YR 4/1 with 5% 10YR 4/6 as a concentration in the matrix	Loamy/Clayey
	4-18	90% 10YR 5/2 with 10% 10YR 4/6 as a concentration in the matrix	Loamy/Clayey

Wetland 3.1 would be considered PFO1E under the Cowardin Classification System. Wetland 3.1 is 0.117 acre and wholly contained within the investigated area. Wetland 3.1 would be considered a poor quality wetland due to its location within a roadside ditch deriving water from I-65. For reference to field data collected for this wetland see DP 5 included in the Appendix B. DP 6 included in Appendix B is representative of the upland areas surrounding Wetland 3.1. DP 6 did possess hydric soil but lacked the hydrophytic vegetation and hydrology to be determined a wetland.

Wetland 3.2

Wetland 3.2 is an emergent wetland located along the southbound lanes of I-65. The wetland is confined to the roadside ditch and is entirely within State owned right-of-way. The wetland begins approximately 0.05 mile north of Caney Fork and extends north for 745 linear feet before terminating. The wetland derives water from runoff from I-65. Wetland 3.2 and Wetland 3.1 are part of a single emergent and forested wetland complex which drains south to Caney Fork as described in Wetland 3.1. Therefore, it is anticipated Wetland 3.2 would be considered a water of the US.

The dominant vegetation consisted of *Paspalum floridanum* and *Echinochloa crus-galli* within the herbaceous stratum. Hydrologic indicators included Drift Deposits (B3), Drainage Patterns (B10), Crayfish Burrows (C8), and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 7	0-3	95% 10YR 4/1 with 5% 10YR 4/6 as a concentration in the matrix	Loamy/Clayey
	3-18	90% 10YR 5/2 with 10% 10YR 5/6 as a concentration in the matrix	Loamy/Clayey

Wetland 3.2 would be considered PEME under the Cowardin Classification System. Wetland 3.2 is 0.116 acre and wholly contained within the investigated area. Wetland 3.2 would be considered a poor quality wetland

due to its location in a roadside ditch and dominance of invasive vegetation (*Echinochloa crus-galli*). A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 7 included in the Appendix B. DP 8 included in Appendix B is representative of the upland areas surrounding Wetland 3.2. DP 8 did possess hydric soil but lacked the hydrophytic vegetation and hydrology to be determined a wetland.

3.1.5 Wetland 4

Wetland 4 is a forested wetland located along the southbound lanes of I-65. The wetland is confined to the roadside ditch and is entirely within State owned right-of-way. The wetland begins approximately 1.35 miles south of SR 160 and extends north for 126 linear feet before terminating. The wetland derives water from runoff from I-65.

Wetland 4 appears to drain north via a non-jurisdictional roadside ditch. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded within a typical year, it is anticipated to be a waters of the State. Wetland 4 is a Class I Forested (F) wetland confined to a roadside ditch wholly within the investigated area and is mapped within upland soils. Wetland 4 is entirely within the State owned right-of-way; therefore it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Acer rubrum, Platanus occidentalis,* and *Quercus palustris* within the tree stratum; *Fraxinus pennsylvanica* and *Celtis occidentalis* within the sapling/shrub stratum; *Carex muskingumensis* within the herbaceous stratum; and *Vitis aestivalis* and *Toxicodendron radicans* within the woody vine stratum. Hydrologic indicators included Sediment Deposits (B2), Water-Stained Laves (B9), Crayfish Burrows (C8), and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Below Dark Surface (A11) and Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 9	0-4	97% 10YR 3/2 with 3% 10YR 3/6 as a concentration in the matrix	Loamy/Clayey
	4-18	90% 10YR 5/2 with 10% 10YR 5/6 as a concentration in the matrix	Loamy/Clayey

Wetland 4 would be considered PFO1E under the Cowardin Classification System. Wetland 4 is 0.029 acre and wholly contained within the investigated area. Wetland 4 would be considered a poor quality wetland due to its location in a roadside ditch. A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 9 included in the Appendix B. DP 10 included in Appendix B is representative of the upland areas surrounding Wetland 4. DP 10 did possess hydrophytic vegetation and hydric soil but lacked the hydrology to be determined a wetland.

3.1.6 Wetland 5

Wetland 5 is an emergent wetland located along the southbound lanes of I-65. The wetland is confined to the roadside ditch and is entirely within State owned right-of-way. The wetland begins approximately 0.68

mile south of SR 160 and extends north for 875 linear feet before terminating. The wetland derives water from runoff from I-65.

Wetland 5 appears to drain south via a non-jurisdictional roadside ditch. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded within a typical year, it is anticipated to be a waters of the State. Wetland 5 is a Class I NF wetland confined to a roadside ditch wholly within the investigated area. Wetland 5 is entirely within the State owned right-of-way and constructed in mapped upland soils; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Paspalum floridanum* and *Echinochloa crus-galli* within the herbaceous stratum. Hydrologic indicators included Drift Deposits (B3), Drainage Patterns (B10), Crayfish Burrows (C8), and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Below Dark Surface (A11), Depleted Matrix (F3), and Redox Dark Surface (F6). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 11	0-6	93% 10YR 3/1 with 7% 10YR 3/4 as a concentration in the matrix	Loamy/Clayey
	6-18	60% 10YR 6/2 with 40% 10YR 5/6 as a concentration in the matrix	Loamy/Clayey

Wetland 5 would be considered PEME under the Cowardin Classification System. Wetland 5 is 0.125 acre and wholly contained within the investigated area. Wetland 5 would be considered a poor quality wetland due to its location in a roadside ditch and dominance of invasive vegetation (*Echinochloa crus-galli*). A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 11 included in the Appendix B. DP 12 included in Appendix B is representative of the upland areas surrounding Wetland 5. DP 12 lacked the hydrophytic vegetation, hydric soil, and hydrology to be determined a wetland.

3.1.7 Wetland 6

Wetland 6 is an emergent wetland located along the southbound lanes of I-65. The wetland is confined to the roadside ditch and is entirely within State owned right-of-way. The wetland begins 0.39 mile south of SR 160 and extends north for 782 linear feet before terminating. The wetland derives water from runoff from I-65.

Wetland 6 appears to drain south via a non-jurisdictional roadside ditch. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded within a typical year, it is anticipated to be a waters of the State. Wetland 6 is a Class I NF wetland confined to a roadside ditch wholly within the investigated area. Wetland 6 is entirely within the State owned right-of-way and constructed in mapped upland soils; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Agrostis stolonifera* within the herbaceous stratum. Hydrologic indicators included High Water Table (A2) at 8 inches, Saturation (A3) at 4 inches, and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Below Dark Surface (A11) and Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 13	0-5	97% 10YR 3/2 with 3% 10YR 4/4 as a concentration in the matrix	Loamy/Clayey
	5-12	90% 10YR 3/1 with 10% 10YR 5/4 as a concentration in the matrix	Loamy/Clayey
	12-18	85% 10YR 6/2 with 15% 10YR 5/4 as concentration in the matrix	Loamy/Clayey

Wetland 6 would be considered PEME under the Cowardin Classification System. Wetland 6 is 0.132 acre and wholly contained within the investigated area. Wetland 6 would be considered a poor quality wetland due to its location in a roadside ditch. A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 13 included in the Appendix B. DP 14 included in Appendix B is representative of the upland areas surrounding Wetland 6. DP 14 did possess hydrophytic vegetation and hydric soil but lacked the hydrology to be determined a wetland.

3.1.8 Wetland 7

Wetland 7 is an emergent wetland located along the southbound lanes of I-65. The wetland is confined to the roadside ditch and is entirely within State owned right-of-way. The wetland begins 0.20 mile south of SR 160 and extends north for 20 linear feet before terminating. The wetland derives water from runoff from I-65.

Wetland 7 appears to drain south via a non-jurisdictional roadside ditch. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded within a typical year, it is anticipated to be a waters of the State. Wetland 7 is a Class I NF wetland confined to a roadside ditch wholly within the investigated area. Wetland 7 is entirely within the State owned right-of-way and constructed in mapped upland soils; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Fraxinus pennsylvanica* within the sapling/shrub stratum; and *Typha latifolia* and *Dipsacus laciniatus* within the herbaceous stratum. Hydrologic indicators included High Water Table (A2) at 8 inches, Saturation (A3) at 4 inches, and FAC-Neutral Test (D5). Hydric soil indicators included Sandy Mucky Mineral (S1) and Sandy Redox (S5). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 15	0-6	90% 10YR 4/2 with 10% 10YR 4/6 as a concentration in the matrix	Sandy
	6-18	60% 10YR 4/1 and 40% 10YR 2/1 as a dual matrix	Mucky Sand

Wetland 7 would be considered PEME under the Cowardin Classification System. Wetland 7 is 0.003 acre and wholly contained within the investigated area. Wetland 7 would be considered a poor quality wetland due to its location in a roadside ditch and dominance of invasive vegetation (*Typha latifolia*). For reference to field data collected for this wetland see DP 15 included in the Appendix B. DP 16 included in Appendix B is representative of the upland areas surrounding Wetland 7. DP 16 lacked the hydrophytic vegetation, hydric soil, and hydrology to be determined a wetland.

3.1.9 Wetland 8

Wetland 8 is an emergent wetland located in the southwest quadrant the I-65 and SR 160 overpass. The wetland is confined to the roadside ditch and is entirely within State owned right-of-way. The wetland begins 0.02 mile south of SR 160 and extends south for 485 linear feet before terminating. The wetland derives water from runoff from I-65.

Wetland 8 appears to drain south via a non-jurisdictional maintenance pipe. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded within a typical year, it is anticipated to be a waters of the State. Wetland 8 is a Class I NF wetland confined to a roadside ditch wholly within the investigated area. Wetland 8 is entirely within the State owned right-of-way and constructed in mapped upland soils; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Typha latifolia* within the herbaceous stratum. Hydrologic indicators included Surface Water (A1) at 0.5 inches, High Water Table (A2) at the surface, Saturation (A3) at the surface, Iron Deposits (B5), Hydrogen Sulfide Odor (C1), and FAC-Neutral Test (D5). Hydric soil indicators included Hydrogen Sulfide (A4) and Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 17	0-8	97% 10YR 4/1 with 3% 10YR 4/4 as a concentration in the matrix	Loamy/Clayey
	8-18	90% 10YR 5/2 with 10% 10YR 5/4 as a concentration in the matrix	Loamy/Clayey

Wetland 8 would be considered PEME under the Cowardin Classification System. Wetland 8 is 0.099 acre and wholly contained within the investigated area. Wetland 8 would be considered a poor quality wetland due to its location in a roadside ditch and dominance of invasive vegetation (*Typha latifolia*). A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field

data collected for this wetland see DP 17 included in the Appendix B. DP 18 included in Appendix B is representative of the upland areas surrounding Wetland 8. DP 18 lacked the hydrophytic vegetation, hydric soil, and hydrology to be determined a wetland.

3.1.10 Wetland 9

Wetland 9 is an emergent wetland located along the southbound lanes of I-65. The wetland is entirely within State owned right-of-way. The wetland begins approximately 0.32 mile south of Winding Road and extends north for 345 linear feet before terminating. The wetland derives water from upland runoff from the forested land, west of I-65.

Wetland 9 directly abuts UNT 1 to Wolf Run (an intermittent stream), which drains to Miller Fork, which drains to Grain Run, which drains to Silver Creek, a TNW. Therefore, it is anticipated Wetland 9 would be considered a water of the US.

The dominant vegetation consisted of *Leersia oryzoides, Scirpus atrovirens,* and *Juncus effusus* within the herbaceous stratum. Hydrologic indicators included High Water Table (A2) at 6 inches, Saturation (A3) at the surface, Drainage Patterns (B10), and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 19	0-18	95% 10YR 5/2 with 5% 5/6 as a concentration in the matrix	Loamy/Clayey

Wetland 9 would be considered PEME under the Cowardin Classification System. Wetland 9 is 0.054 acre and wholly contained within the investigated area. Wetland 9 would be considered a poor quality wetland due to its location in a roadside ditch. A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 19 included in the Appendix B. DP 20 included in Appendix B is representative of the upland areas surrounding Wetland 9. DP 20 did possess hydric soil but lacked the hydrophytic vegetation and hydrology to be determined a wetland.

3.1.11 Wetland 10

Wetland 10 is an emergent wetland located along the southbound lanes of I-65. The wetland is confined to the roadside ditch and is entirely within State owned right-of-way. The wetland is located 0.06 mile south of Winding Road. The wetland derives water from runoff from I-65.

Wetland 10 appears to drain south via a non-jurisdictional maintenance pipe. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded within a typical year, it is anticipated to be a waters of the State. Wetland 10 is a Class I NF wetland confined to a roadside ditch wholly within the investigated area. Wetland 10 is entirely within the State owned right-of-way and constructed in mapped upland soils; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Impatiens capensis* and *Leersia virginica* within the herbaceous stratum. Hydrologic indicators included High Water Table (A2) at 11 inches, Saturation (A3) at 8 inches, and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Below Dark Surface (A11), Depleted Matrix (F3), and Redox Dark Surface (F6). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 21	0-6	95% 10YR 3/1 with 5% 4/6 as a concentration in the matrix	Loamy/Clayey
	6-18	97% 10YR 5/2 with 3% 10YR 4/6 as a concentration in the matrix	Loamy/Clayey

Wetland 10 would be considered PEME under the Cowardin Classification System. Wetland 10 is 0.019 acre and wholly contained within the investigated area. Wetland 10 would be considered a poor quality wetland due to its location in a roadside ditch. A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 21 included in the Appendix B. DP 22 included in Appendix B is representative of the upland areas surrounding Wetland 10. DP 22 lacked the hydrophytic vegetation, hydric soil, and hydrology to be determined a wetland.

3.1.12 Wetland 11

Wetland 11 is an emergent wetland located along the southbound lanes of I-65. The wetland is confined to the roadside ditch and is entirely within State owned right-of-way. The wetland begins approximately 0.04 mile north of Winding Road and extends north for 120 linear feet before terminating. The wetland derives water from runoff from I-65.

Wetland 11 appears to drain south via a non-jurisdictional roadside ditch. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded within a typical year, it is anticipated to be a waters of the State. Wetland 11 is a Class I NF wetland confined to a roadside ditch wholly within the investigated area. Wetland 11 is entirely within the State owned right-of-way and constructed in mapped upland soils; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Agrostis gigantea* within the herbaceous stratum. Hydrologic indicators included Surface Water (A1) at 3 inches, High Water Table (A2) at the surface, Saturation (A3) at the surface, Crayfish Burrows (C8), and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 23	0-3	97% 10YR 5/2 with 3% 5/6 as a concentration in the matrix	Loamy/Clayey
	3-18	100% 10YR 5/6	Loamy/Clayey

Wetland 11 would be considered PEME under the Cowardin Classification System. Wetland 11 is 0.017 acre and wholly contained within the investigated area. Wetland 11 would be considered a poor quality wetland due to its location in a roadside ditch. A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 23 included in the Appendix B. DP 24 included in Appendix B is representative of the upland areas surrounding Wetland 10. DP 24 lacked the hydrophytic vegetation, hydric soil, and hydrology to be determined a wetland.

3.1.13 Wetland 12

Wetland 12 is a forested wetland located along the southbound lanes of I-65. The wetland is confined to the roadside ditch and is entirely within State owned right-of-way. The wetland begins approximately 0.16 mile south of Brownstown Road and extends north for 430 linear feet before terminating. The wetland derives water from the floodplain of Miller Fork and runoff from I-65.

Wetland 12 directly abuts Miller Fork (a perennial stream), which drains to Grain Run, which drains to Silver Creek, a TNW. Therefore, it is anticipated Wetland 12 would be considered a water of the US.

The dominant vegetation consisted of *Acer rubrum* within the tree stratum; *Lindera benzoin* within the sapling/shrub stratum; and *Lycopus americanus* within the herbaceous stratum. Hydrologic indicators included High Water Table (A2) at 2 inches, Saturation (A3) at the surface, Water-Stained Leaves (B9), and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 25	0-18	90% 10YR 5/1 with 10% 4/4 as a concentration in the matrix	Loamy/Clayey

Wetland 12 would be considered PFO1E under the Cowardin Classification System. Wetland 12 is 0.118 acre and wholly contained within the investigated area. Wetland 12 would be considered a poor quality wetland due to its location within a roadside ditch A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 25 included in the Appendix B. DP 26 included in Appendix B is representative of the upland areas surrounding Wetland 10. DP 26 lacked the hydrophytic vegetation, hydric soil, and hydrology to be determined a wetland.

3.1.14 Wetland 13

Wetland 13 is an emergent wetland located in the southwest quadrant of the I-65 and Brownstown Road overpass. The wetland is located within a depressional area adjacent to a riprap lined ditch within the investigated area limits. The wetland begins in the southwest quadrant of the I-65 and Brownstown Road overpass and extends west for 88 linear feet before extending outside of the investigated area. The wetland derives water from runoff from Brownstown Road.

Wetland 13 appears to drain southeast via a non-jurisdictional roadside ditch. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded within a typical year, it is anticipated to be a waters of the State. Wetland 13 is a Class I NF wetland located within mapped upland soils. The wetland

extends west beyond the State owned right-of-way and investigated area. As the wetland extends beyond the State owned right-of-way into adjacent forested land, Wetland 13 is not likely eligible for State exemptions under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Leersia oryzoides, Echinochloa crus-galli* and *Glechoma hederacea* within the herbaceous stratum. Hydrologic indicators included High Water Table (A2) at 10 inches, Saturation (A3) at the surface, Drainage Patterns (B10), and FAC-Neutral Test (D5). Hydric soil indicators included Redox Dark Surface (F6). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 27	0-8	100% 10YR 2/1	Loamy/Clayey
	8-18	97% 10YR 3/1 with 3% 10YR 4/6 as a concentration in the matrix	Loamy/Clayey

Wetland 13 would be considered PEME under the Cowardin Classification System. Wetland 13 is 0.011 acre and extends west beyond the investigated area. Wetland 13 would be considered a poor quality wetland due to its location in a roadside ditch and dominance of invasive vegetation (*Echinochloa crus-galli* and *Glechoma hederacea*). A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 27 included in the Appendix B. DP 28 included in Appendix B is representative of the upland areas surrounding Wetland 13. DP 28 lacked the hydrophytic vegetation, hydric soil, and hydrology to be determined a wetland.

3.1.15 Wetland 14

Wetland 14 is an emergent wetland located in the northwest quadrant of the I-65 and Brownstown Road overpass. The wetland is located within a depressional area adjacent to a riprap lined ditch and is entirely within State owned right-of-way. The wetland derives water from runoff from Brownstown Road.

Wetland 14 appears to drain southeast via a non-jurisdictional roadside ditch. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded within a typical year, it is anticipated to be a waters of the State. Wetland 14 is a Class I NF wetland located within mapped upland soils and entirely within State owned right-of-way; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Salix nigra, Fraxinus pennsylvanica* and *Platanus occidentalis* within the tree stratum; and *Carex hystericina* and *Echinochloa crus-galli* within the herbaceous stratum. Although the wetland included trees this was not a dominant component of the absolute cover of the wetland. Hydrologic indicators included Saturation (A3) at 10 inches, Drainage Patterns (B10), and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 29	0-4	100% 10YR 4/1	Loamy/Clayey
	4-18	80% 10YR 4/1 with 20% 10YR 4/6 as a concentration in the matrix	Loamy/Clayey

Wetland 14 would be considered PEME under the Cowardin Classification System. Wetland 14 is 0.009 acre and wholly contained within the investigated area. Wetland 14 would be considered a poor quality wetland due to its association with a roadside ditch and dominance of invasive vegetation (*Echinochloa crus-galli*). A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 29 included in the Appendix B. DP 30 included in Appendix B is representative of the upland areas surrounding Wetland 14. DP 30 lacked the hydrophytic vegetation, hydric soil, and hydrology to be determined a wetland.

3.1.16 Wetland 15

Wetland 15 is an emergent wetland located along Brownstown Road under I-65 southbound lanes. The wetland is confined to the roadside ditch and is entirely within State owned right-of-way. The wetland begins under I-65 southbound lanes and extends east for 50 linear feet before terminating. The wetland derives water from runoff from I-65.

Wetland 15 appears to drain southeast via a non-jurisdictional roadside ditch. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded within a typical year, it is anticipated to be a waters of the State. Wetland 15 is a Class I NF wetland confined to a roadside ditch wholly within the investigated area. Wetland 15 is entirely within the State owned right-of-way and constructed in mapped upland soils; therefore it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Bidens frondosa*, *Bidens aristosa*, and *Schedonorus arundinaceus* within the herbaceous stratum. Hydrologic indicators included Depleted Matrix (F3). Hydric soil indicators included Surface Soil Cracks (B6), Drainage Patterns (B10), and FAC-Neutral Test (D5). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 31	0-2	100% 10YR 4/2	Loamy/Clayey
	2-6	65% 10YR 4/2 with 35% 10YR 4/6 as a concentration in the matrix	Loamy/Clayey
	6-8*	95% 10YR 5/2 with 5% 10YR 5/6 as a concentration in the matrix	Loamy/Clayey

*Restrictive gravel layer at 8 inches

Wetland 15 would be considered PEME under the Cowardin Classification System. Wetland 15 is 0.003 acre and wholly contained within the investigated area. Wetland 15 would be considered a poor quality wetland due to its location in a roadside ditch and dominance of invasive vegetation (*Schedonorus arundinaceus*). A

continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 31 included in the Appendix B. DP 32 included in Appendix B is representative of the upland areas surrounding Wetland 15. DP 32 lacked the hydrophytic vegetation, hydric soil, and hydrology to be determined a wetland.

3.1.17 Wetland 16

Wetland 16 is an emergent wetland located along the southbound lanes of I-65. The wetland is confined to the roadside ditch and is entirely within State owned right-of-way. The wetland begins approximately 0.07 mile north of Brownstown Road and extends north for 48 linear feet before terminating 0.08 mile north of Brownstown Road. The wetland derives water from runoff from an I-65.

Wetland 16 appears to drain south via a non-jurisdictional roadside ditch. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded within a typical year, it is anticipated to be a waters of the State. Wetland 16 is a Class I NF wetland confined to a roadside ditch wholly within the investigated area. Wetland 16 is entirely within the State owned right-of-way and constructed in mapped upland soils; therefore it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Echinochloa crus-galli, Juncus effusus,* and *Carex frankii* within the herbaceous stratum. Hydrologic indicators included Drainage Patterns (B10) and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 33	0-3	100% 10YR 4/3	Loamy/Clayey
	3-18	90% 10YR 5/2 with 10% 10YR 5/8 as a concentration in the matrix	Loamy/Clayey

Wetland 16 would be considered PEME under the Cowardin Classification System. Wetland 16 is 0.004 acre and wholly contained within the investigated area. Wetland 16 would be considered a poor quality wetland due to its location in a roadside ditch and dominance of invasive vegetation (*Echinochloa crus-galli*). A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 33 included in the Appendix B. DP 34 included in Appendix B is representative of the upland areas surrounding Wetland 16. DP 34 did possess hydrophytic vegetation but lacked the hydric soil and hydrology to be determined a wetland.

3.1.18 Wetland 17

Wetland 17 is an emergent wetland located along the southbound lanes of I-65. The wetland is confined to the roadside ditch and is entirely within State owned right-of-way. The wetland begins approximately 0.6 mile north of Brownstown Road and extends north for 196 linear feet. The wetland derives water from runoff from I-65.

Wetland 17 appears to drain south via a non-jurisdictional roadside ditch. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded within a typical year, it is anticipated to be a

waters of the State. Wetland 17 is a Class I NF wetland confined to a roadside ditch wholly within the investigated area. Wetland 17 is entirely within the State owned right-of-way and constructed in mapped upland soils; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Juncus effusus* and *Poa pratensis* within the herbaceous stratum. Hydrologic indicators included High Water Table (A2) at 7 inches, Saturation (A3) at 5 inches, Drainage Patterns (B10), and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 35	0-5	100% 10YR 4/3	Loamy/Clayey
	5-18	85% 10YR 6/2 with 15% 10YR 5/8 as a concentration in the matrix	Loamy/Clayey

Wetland 17 would be considered PEME under the Cowardin Classification System. Wetland 17 is 0.022 acre and wholly contained within the investigated area. Wetland 17 would be considered a poor quality wetland due to its location in a roadside ditch. A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 35 included in the Appendix B. DP 36 included in Appendix B is representative of the upland areas surrounding Wetland 17. DP 36 did possess hydrophytic vegetation and hydric soil but lacked the wetland hydrology to be determined a wetland.

3.1.19 Wetland 18

Wetland 18 is an emergent wetland located along the southbound lanes of I-65. The wetland is located within a depressional area associated with the roadside ditch, approximately 0.8 mile north of Brownstown Road. The wetland derives water from runoff from I-65.

Wetland 18 appears to drain north via a non-jurisdictional roadside ditch. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded within a typical year, it is anticipated to be a waters of the State. Wetland 18 is a Class I NF wetland located within mapped upland soils and entirely within State owned right-of-way; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Typha latifolia* within the herbaceous stratum. Hydrologic indicators included High Water Table (A2) at 10 inches, Saturation (A3) at 8 inches and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 37	0-5	80% 10YR 4/3 and 20% 10YR 5/4 as a concentration in the matrix	Loamy/Clayey
	5-18	90% 10YR 6/2 and 10% 10YR 5/6 as a concentration in the matrix	Loamy/Clayey

Wetland 18 would be considered PEME under the Cowardin Classification System. Wetland 18 is 0.015 acre and wholly contained within the investigated area. Wetland 18 would be considered a poor quality wetland due to its association with a roadside ditch and dominance of invasive vegetation (*Typha latifolia*). For reference to field data collected for this wetland see DP 37 included in the Appendix B. DP 38 included in Appendix B is representative of the upland areas surrounding Wetland 18. DP 38 did possess hydrophytic vegetation and hydric soil but lacked the wetland hydrology to be determined a wetland.

3.1.20 Wetland 19

Wetland 19 is an emergent wetland located along the southbound lanes of I-65 along the rest area onramp. The wetland is confined to the roadside ditch and is entirely within State owned right-of-way. The wetland begins 1.4 mile south of Liberty Knob Road and extends north for 673 linear feet before terminating 1.3 mile south of Liberty Knob Road. The wetland derives water from runoff from I-65 and the I-65 onramp.

Wetland 19 appears to drain south via a non-jurisdictional roadside ditch. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded within a typical year, it is anticipated to be a waters of the State. Wetland 19 is a Class I NF wetland confined to a roadside ditch wholly within the investigated area. Wetland 19 is entirely within the State owned right-of-way and constructed in mapped upland soils; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Poa pratensis* and *Carex frankii* within the herbaceous stratum. Hydrologic indicators included High Water Table (A2) at 6 inches, Saturation (A3) at 4 inches, Drainage Patterns (B10) and FAC-Neutral Test (D5). Hydric soil indicators included Redox Dark Surface (F6). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 40	0-18	95% 10YR 3/1 with 5% 10YR 5/8 as a concentration in the matrix	Loamy/Clayey

Wetland 19 would be considered PEME under the Cowardin Classification System. Wetland 19 is 0.095 acre and wholly contained within the investigated area. Wetland 19 would be considered a poor quality wetland due to its location in a roadside ditch. A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 40 included in the Appendix B. DP 41 included in Appendix B is representative of the upland areas surrounding Wetland 19. DP 41 did possess hydric soil but lacked the hydrophytic vegetation and hydrology to be determined a wetland.

3.1.21 Wetland 20

Wetland 20 is an emergent wetland located along the southbound lanes of I-65. The wetland is confined to the roadside ditch and is entirely within State owned right-of-way. The wetland begins 1.2 mile south of Liberty Knob Road and extends north for 265 linear feet before terminating 1.1 mile south of Liberty Knob Road. The wetland derives water from runoff from I-65 and the rest area off-ramp.

Wetland 20 appears to drain south via a non-jurisdictional roadside ditch. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded within a typical year, it is anticipated to be a waters of the State. Wetland 20 is a Class I NF wetland confined to a roadside ditch wholly within the investigated area. Wetland 20 is entirely within the State owned right-of-way and constructed in mapped upland soils; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Leersia oryzoides* within the herbaceous stratum. Hydrologic indicators included High Water Table (A2) at 8 inches, Saturation (A3) at the surface, Drainage Patterns (B10) and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 42	0-3	100% 10YR 4/3	Loamy/Clayey
	3-18	60% 10YR 6/1 with 40% 10YR 5/8 as a concentration in the matrix	Loamy/Clayey

Wetland 20 would be considered PEME under the Cowardin Classification System. Wetland 20 is 0.027 acre and wholly contained within the investigated area. Wetland 20 would be considered a poor quality wetland due to its location in a roadside ditch. A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 42 included in the Appendix B. DP 43 included in Appendix B is representative of the upland areas surrounding Wetland 20. DP 43 did possess hydric soil but lacked the hydrophytic vegetation and hydrology to be determined a wetland.

3.1.22 Wetland 21.1

Wetland 21.1 is a forested wetland located along the southbound lanes of I-65. The wetland is confined to the roadside ditch and a depressional area within the investigated area. Wetland 21.1 extends outside State owned right-of-way. The wetland begins approximately 1.1 mile south of Liberty Knob Road and extends north for 358 linear feet before terminating approximately 1.0 mile south of Liberty Knob Road. The wetland derives water from runoff from I-65.

Wetland 21.1 directly abuts West Fork Silver Creek (an intermittent stream), which drains to Silver Creek, a TNW. Therefore, it is anticipated Wetland 21.1 would be considered a water of the US.

The dominant vegetation consisted of *Liquidambar styraciflua, Platanus occidentalis,* and *Taxodium distichum* within the tree stratum; *Cephalanthus occidentalis* within the sapling/shrub stratum; and *Leersia*

oryzoides within the herbaceous stratum. Hydrologic indicators included Surface Water (A1) at 1 inch deep, High Water Table (A2) at the surface, Saturation (A3) at the surface, Drainage Patterns (B10), and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 45	0-4	80% 10YR 4/2 and 20% 10YR 2/1 organic material	Loamy/Clayey
	4-18	80% 10YR 5/1, 10% 10YR 4/6 as a concentration in the matrix and 10% 10YR 2/1 organic material	Loamy/Clayey

Wetland 21.1 would be considered PFO1E under the Cowardin Classification System. Wetland 21.1 is 0.072 acre and extends west outside of the investigated area. Wetland 21.1 would be considered a poor quality wetland due to its location in a roadside ditch. A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 45 included in the Appendix B. DP 46 included in Appendix B is representative of the upland areas surrounding Wetland 21.1. DP 46 did possess hydric soil but lacked the hydrophytic vegetation and hydrology to be determined a wetland.

3.1.23 Wetland 21.2

Wetland 21.2 is an emergent wetland located along the southbound lanes of I-65. The wetland is located within a depressional area and the roadside ditch approximately 1.0 mile south of Liberty Knob Road and is entirely within State owned right-of-way. The wetland derives water from runoff from I-65.

Wetland 21.1 and 21.2 are part of a single emergent and forested wetland. Wetland 21.2 is functionally connected to Wetland 21.1, which abuts West Fork Silver Creek (an intermittent stream), which drains to Silver Creek, a TNW. Therefore, it is anticipated Wetland 21.2 would be considered a water of the US.

The dominant vegetation consisted of *Scirpus atrovirens* and *Leersia oryzoides* within the herbaceous stratum. Hydrologic indicators included Surface Water (A1) at 0.5 inch deep, High Water Table (A2) at the surface, Saturation (A3) at the surface, Drainage Patterns (B10), and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 44	0-4	80% 10YR 4/2 and 20% 10YR 2/1 as organic material	Loamy/Clayey
	4-18	80% 10YR 5/1, 10% 10YR 4/6 as a concentration in the matrix and 10% 10YR 2/1 as organic material	Loamy/Clayey

Wetland 21.2 would be considered PEME under the Cowardin Classification System. Wetland 21.2 is 0.007 acre and wholly contained within the investigated area. Wetland 21.2 would be considered a poor quality wetland due to its location in a roadside ditch. A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 44

included in the Appendix B. DP 46 included in Appendix B is representative of the upland areas surrounding Wetland 21.2. DP 46 did possess hydric soil but lacked the hydrophytic vegetation and hydrology to be determined a wetland.

3.1.24 Wetland 22

Wetland 22 is an emergent wetland located along the southbound lanes of I-65. The wetland is confined to the roadside ditch and a seep area associated with an underdrain outlet on the side slope of the roadway embankment and is entirely within State owned right-of-way. The wetland begins approximately 0.9 mile south of Liberty Knob Road and extends north for 153 linear feet before terminating approximately 0.9 mile south of Liberty Knob Road. The wetland derives water from runoff from I-65.

Wetland 22 appears to drain south via a non-jurisdictional roadside ditch. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded within a typical year, it is anticipated to be a waters of the State. Wetland 22 is a Class I NF wetland located within mapped upland soils and entirely within State owned right-of-way; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Poa pratensis* and *Echinochloa crus-galli* within the herbaceous stratum. Hydrologic indicators included Surface Water (A1) at 1 inch deep, High Water Table (A2) at the surface, Saturation at the surface (A3), Drainage Patterns (B10), and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 47	0-5	100% 10YR 4/1	Loamy/Clayey
	5-18	70% 10YR 6/1 with 30% 10YR 5/8 as a concentration in the matrix	Loamy/Clayey

Wetland 22 would be considered PEME under the Cowardin Classification System. Wetland 22 is 0.023 acre and wholly contained within the investigated area. Wetland 22 would be considered a poor quality wetland due to its location in a roadside ditch and dominance of invasive vegetation (*Echinochloa crus-galli*). A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 47 included in the Appendix B. DP 48 included in Appendix B is representative of the upland areas surrounding Wetland 22. DP 48 did not possess the hydrophytic vegetation, hydric soil, and hydrology to be determined a wetland.

3.1.25 Wetland 23

Wetland 23 is an emergent wetland located along the southbound lanes of I-65. The wetland is confined to the roadside ditch and a seep area associated with an underdrain outlet on the side slope of the roadway embankment and is entirely within State owned right-of-way. The wetland is bounded to the south by a concrete-lined ditch. The wetland begins approximately 0.7 mile south of Liberty Knob Road and extends north for 402 linear feet before terminating approximately 0.7 mile south of Liberty Knob Road. The wetland derives water from runoff from I-65.

Wetland 23 appears to drain south via a non-jurisdictional roadside ditch. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded within a typical year, it is anticipated to be a waters of the State. Wetland 22 is a Class I NF wetland located within mapped upland soils and entirely within State owned right-of-way; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Typha latifolia* within the herbaceous stratum. Hydrologic indicators included Surface Water (A1) at 1 inch deep, High Water Table (A2) at the surface, Saturation (A3) at the surface, Drainage Patterns (B10) and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 49	0-5	100% 10YR 4/3	Loamy/Clayey
	5-18	85% 10YR 6/1 and 15% 10YR 6/6 as a concentration in the matrix	Loamy/Clayey

Wetland 23 would be considered PEME under the Cowardin Classification System. Wetland 23 is 0.064 acre and wholly contained within the investigated area. Wetland 23 would be considered a poor quality wetland due to its location in a roadside ditch and dominance of invasive vegetation (*Typha latifolia*). A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 49 included in the Appendix B. DP 50 included in Appendix B is representative of the upland areas surrounding Wetland 23. DP 50 did not possess the hydrophytic vegetation, hydric soil, and wetland hydrology to be determined a wetland.

3.1.26 Wetland 24

Wetland 24 is an emergent wetland located along the southbound lanes of I-65. The wetland is confined a depressional area approximately 0.6 mile south of Liberty Knob Road. The wetland derives water from runoff from I-65.

Wetland 24 appears to drain south via a non-jurisdictional roadside ditch. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded within a typical year, it is anticipated to be a waters of the State. Wetland 24 is a Class I NF wetland located within mapped upland soils and entirely within State owned right-of-way; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Scirpus atrovirens* within the herbaceous stratum. Hydrologic indicators included Saturation (A3) at the surface, Drainage Patterns (B10), and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 51	0-3	100% 10YR 4/3	Loamy/Clayey
	3-18	83% 10YR 5/2 with 10% 10YR 5/6 and 7% 10YR 2/1 as organic material	Loamy/Clayey

Wetland 24 would be considered PEME under the Cowardin Classification System. Wetland 24 is 0.008 acre and wholly contained within the investigated area. Wetland 24 would be considered a poor quality wetland due to deriving water from runoff from I-65. For reference to field data collected for this wetland see DP 51 included in the Appendix B. DP 50 included in Appendix B is representative of the upland areas surrounding Wetland 24. DP 50 did possess hydrophytic vegetation but lacked the hydric soil and wetland hydrology to be determined a wetland.

3.1.27 Wetland 25

Wetland 25 is an emergent wetland located along the southbound lanes of I-65. The wetland is confined to the roadside ditch and is entirely within State owned right-of-way. The wetland is bounded to the south by a concrete-lined ditch. The wetland begins approximately 0.6 mile south of Liberty Knob Road and extends north for 364 linear feet before terminating approximately 0.5 mile south of Liberty Knob Road. The wetland derives water from runoff from I-65.

Wetland 25 appears to drain south via a non-jurisdictional concrete-lined ditch. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded within a typical year, it is anticipated to be a waters of the State. Wetland 25 is a Class I NF wetland confined to a roadside ditch wholly within the investigated area. Wetland 25 is entirely within the State owned right-of-way and constructed in mapped upland soils; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Leersia oryzoides* within the herbaceous stratum. Hydrologic indicators included Surface Water (A1) at 1 inch deep, High Water Table (A2) at the surface, Saturation (A3) at the surface, Drainage Patterns (B10), and FAC-Neutral Test (D5). Hydric soil indicators included 2cm Muck (A10), Depleted Below Dark Surface (A11) and Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 52	0-2	100% 10YR 2/1	Muck
	2-18	90% 10YR 5/1 with 10% 10YR 5/6 as a concentration in the matrix	Loamy/Clayey

Wetland 25 would be considered PEME under the Cowardin Classification System. Wetland 25 is 0.037 acre and wholly contained within the investigated area. Wetland 25 would be considered a poor quality wetland due to its location in a roadside ditch. A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 52 included in

the Appendix B. DP 53 included in Appendix B is representative of the upland areas surrounding Wetland 25. DP 53 lacked the hydrophytic vegetation, hydric soil, and hydrology to be determined a wetland.

3.1.28 Wetland 26

Wetland 26 is an emergent wetland located along the southbound lanes of I-65. The wetland is confined to the roadside ditch and is entirely within State owned right-of-way. The wetland begins approximately 0.8 mile north of Liberty Knob Road and extends north for 1,121 linear feet before terminating at Pigeon Roost Creek approximately 1.0 mile north of Liberty Knob Road. The wetland derives water from runoff from I-65.

Wetland 26 directly abuts Pigeon Roost Creek (a perennial stream), which drains to Stucker Fork, which drains to the Muscatatuck River, a TNW. Therefore, it is anticipated Wetland 26 would be considered a water of the US.

The dominant vegetation consisted of *Carex hystericina* within the herbaceous stratum. Hydrologic indicators included Surface Water (A1) at 3 inches deep, High Water Table (A2) at the surface, Saturation (A3) at the surface, Drainage Patterns (B10), and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 54	0-18	90% 10YR 5/1 with 10% 10YR 5/8 as a concentration in the matrix	Loamy/Clayey

Wetland 26 would be considered PEME under the Cowardin Classification System. Wetland 26 is 0.122 acre and wholly contained within the investigated area. Wetland 26 would be considered a poor quality wetland due to its location in a roadside ditch. A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 54 included in the Appendix B. DP 55 included in Appendix B is representative of the upland areas surrounding Wetland 26. DP 55 lacked the hydrophytic vegetation, hydric soil, and hydrology to be determined a wetland.

3.1.29 Wetland 27

Wetland 27 is an emergent wetland located along the southbound lanes of I-65. Within the investigated area, the wetland is located within a depressional area at a maintenance pipe outlet located between two concrete lined ditches approximately 1.1 mile north of Liberty Knob Road. Wetland 27 extends outside State owned right-of-way. The wetland derives water from runoff from I-65 and from the maintenance pipe at its eastern end that conveys drainage underneath I-65.

Wetland 27 appears to drain west via a non-jurisdictional swale. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded within a typical year, it is anticipated to be a waters of the State. Wetland 27 is a Class I NF wetland located within mapped upland soils. The wetland extends west beyond the State owned right-of-way and investigated area. As the wetland extends beyond the State owned right-of-way into adjacent forested land, Wetland 27 is not likely eligible for State exemptions under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Juncus effusus* and *Schedonorus arundinaceus* within the herbaceous stratum. The vegetation met the Prevalence Index for Hydrophytic vegetation. Hydrologic indicators included Drainage Patterns (B10) and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 56	0-6	90% 10YR 4/2 with 10% 10YR 4/6 as a concentration in the matrix	Loamy/Clayey

*Restrictive riprap layer at 6 inches

Wetland 27 would be considered PEME under the Cowardin Classification System. Wetland 27 is 0.004 acre and extends west beyond the investigated area. Wetland 27 would be considered a poor quality wetland due to the dominance of invasive vegetation *(Schedonorus arundinaceus*). A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 56 included in the Appendix B. DP 57 included in Appendix B is representative of the upland areas surrounding Wetland 27. DP 57 did possess hydric soil but lacked the hydrophytic vegetation and hydrology to be determined a wetland.

3.1.30 Wetland 28

Wetland 28 is an emergent wetland located along the southbound lanes of I-65. The wetland is confined to the roadside ditch and is entirely within State owned right-of-way. Wetland 28 is bounded to the south by a riprap lined ditch. The wetland begins approximately 1.9 mile north of Liberty Knob Road and extends north for 101 linear feet before terminating approximately 1.9 mile north of Liberty Knob Road. The wetland derives water from runoff from I-65.

Wetland 28 appears to drain north via a non-jurisdictional roadside ditch. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded within a typical year, it is anticipated to be a waters of the State. Wetland 28 is a Class I NF wetland confined to a roadside ditch wholly within the investigated area. Wetland 28 is entirely within the State owned right-of-way and constructed in mapped upland soils; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Poa pratensis* and *Bidens frondosa* within the herbaceous stratum. Hydrologic indicators included Surface Water (A1) at 1 inch, High Water Table (A2) at the surface, Saturation (A3) at the surface, Drainage Patterns (B10), and FAC-Neutral Test (D5). Hydric soil indicators included Loamy Mucky Mineral (F1). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 58	0-5	50% 10YR 4/2 and 50% 10YR 2/1 organic material	Mucky Loam/Clay

*Restrictive riprap layer at 5 inches

Wetland 28 would be considered PEME under the Cowardin Classification System. Wetland 28 is 0.012 acre and wholly contained within the investigated area. Wetland 28 would be considered a poor quality wetland due to its location in a roadside ditch. A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 58 included in the Appendix B. DP 59 included in Appendix B is representative of the upland areas surrounding Wetland 28. DP 59 did possess hydrophytic vegetation but lacked the hydric soil and wetland hydrology to be determined a wetland.

3.1.31 Wetland 29

Wetland 29 is an emergent wetland located along the southbound lanes of I-65. The wetland is confined to the roadside ditch and is entirely within State owned right-of-way. The wetland begins approximately 2.1 mile north of Liberty Knob Road and extends north for 86 linear feet before terminating approximately 2.1 mile north of Liberty Knob Road. The wetland derives water from runoff from I-65.

Wetland 29 appears to drain north via a non-jurisdictional roadside ditch. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded within a typical year, it is anticipated to be a waters of the State. Wetland 29 is a Class I NF wetland confined to a roadside ditch wholly within the investigated area. Wetland 29 is entirely within the State owned right-of-way and constructed in mapped upland soils; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Juncus torreyi* within the herbaceous stratum. Hydrologic indicators included Drainage Patterns (B10), Crayfish Burrows (C8), and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 60	0-9	97% 10YR 4/2 with 3% 10YR 7/8 as a concentration in the matrix	Loamy/Clayey
	9-18	85% 2.5YR 7/2 with 15% 10YR 6/8 as a concentration in the matrix	Loamy/Clayey

Wetland 29 would be considered PEME under the Cowardin Classification System. Wetland 29 is 0.006 acre and wholly contained within the investigated area. Wetland 29 would be considered a poor quality wetland due to its location in a roadside ditch. A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 60 included in the Appendix B. DP 61 included in Appendix B is representative of the upland areas surrounding Wetland 29. DP 61 did possess hydric soil but lacked the hydrophytic vegetation and hydrology to be determined a wetland.

3.1.32 Wetland 30

Wetland 30 is an emergent wetland located along the southbound lanes of I-65. The wetland is confined to the roadside ditch and is entirely within State owned right of way. The wetland begins approximately 0.53 mile north of Leota Road and extends north for 876 linear feet before terminating. The wetland derives water from runoff from I-65.

Wetland 30 appears to drain north via a non-jurisdictional rock chute. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded in a typical year, it is anticipated to be a waters of the State. Wetland 30 is a Class I NF wetland confined to a roadside ditch wholly within the investigated area. Wetland 30 is entirely within the State owned right-of-way and constructed in mapped upland soils; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Echinochloa crus-galli* and *Leersia oryzoides* within the herbaceous stratum. Hydrologic indicators included Surface Water (A1) at 0.25 inch deep, High Water Table (A2) at the surface, Saturation Present (A3) at the surface, and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 62	0-18	90% 10YR 4/2 with 10% 10YR 4/6 as a concentration in the matrix	Loamy/Clayey

Wetland 30 would be considered PEME under the Cowardin Classification System. Wetland 30 is 0.085 acre and wholly contained within the investigated area. Wetland 30 would be considered a poor quality wetland due to its location in a roadside ditch and dominance of invasive vegetation (*Echinochloa crus-galli).* A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 62 included in the Appendix B. DP 63 included in Appendix B is representative of the upland areas surrounding Wetland 30. DP 63 lacked the hydrophytic vegetation, hydric soil, and hydrology to be determined a wetland.

3.1.33 Wetland 31

Wetland 31 is an emergent wetland located along the southbound lanes of I-65. The wetland is confined to the roadside ditch and is entirely within State owned right of way. The wetland begins approximately 0.60 mile south of Lake Road and extends south for 771 linear feet before terminating. The wetland derives water from runoff from I-65.

Wetland 31 appears to drain south via a non-jurisdictional roadside ditch. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded in a typical year, it is anticipated to be a waters of the State. Wetland 31 is a Class I NF wetland confined to a roadside ditch wholly within the investigated area. Wetland 31 is entirely within the State owned right-of-way and constructed in mapped upland soils; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Schoenoplectus tabernaemontani* and *Leersia oryzoides* within the herbaceous stratum. Hydrologic indicators included Surface Water (A1) at 0.25 inch deep, High Water Table (A2) at 4 inches, Saturation (A3) at the surface, and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 64	0-15*	95% 10YR 4/1 with 5% 10YR 4/6 as a concentration in the matrix	Mucky Loam/Clay

*Restrictive riprap layer at 15 inches

Wetland 31 would be considered PEME under the Cowardin Classification System. Wetland 31 is 0.091 acre and wholly contained within the investigated area. Wetland 31 would be considered a poor quality wetland due to its location in a roadside ditch. A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 64 included in the Appendix B. DP 65 included in Appendix B is representative of the upland areas surrounding Wetland 31. DP 65 did possess hydric soils, but lacked the hydrophytic vegetation and hydrologic indicators to be determined a wetland.

3.1.34 Wetland 32

Wetland 32 is an emergent wetland located along the southbound lanes of I-65. The wetland is located within a depressional area adjacent to a riprap lined ditch and is entirely within State owned right of way. The wetland begins approximately 0.40 mile south of Lake Road and extends south for 769 linear feet before terminating. The wetland derives water from runoff from I-65 and Elm Branch.

Wetland 32 directly abuts Elm Branch (an intermittent stream), which drains to Maple Run, which drains to Roost Creek, which drains to Flat Creek, which drains to Stucker Ditch, which drains to Muscatatuck River, a TNW. Therefore, it is anticipated Wetland 32 would be considered a water of the US.

The dominant vegetation consisted of *Leersia oryzoides* within the herbaceous stratum. Hydrologic indicators included Geomorphic Position (D2) and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 66	0-18	90% 10YR 4/1 with 10% 10YR 5/6 as a concentration in the matrix	Loamy/Clayey

Wetland 32 would be considered PEME under the Cowardin Classification System. Wetland 32 is 0.054 acre and wholly contained within the investigated area. Wetland 32 would be considered a poor quality wetland due to its location in a roadside ditch. A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 66 included in the Appendix B. DP 67 included in Appendix B is representative of the upland areas surrounding Wetland 32. DP 67 did possess hydrophytic vegetation, but lacked the hydric soils and wetland hydrology to be determined a wetland.

3.1.35 Wetland 33

Wetland 33 is an emergent wetland located along the southbound lanes of I-65. The wetland is confined to the roadside ditch and is entirely within State owned right-of-way. The wetland begins approximately 0.40

mile north of Lake Road and extends north for 47 linear feet before terminating. The wetland derives water from runoff from I-65.

Wetland 33 appears to drain southeast via a non-jurisdictional maintenance pipe. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded in a typical year, it is anticipated to be a waters of the State. Wetland 33 is a Class I NF wetland confined to a roadside ditch wholly within the investigated area. Wetland 33 is entirely within State owned right-of-way and constructed in mapped upland soils; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Echinochloa crus-galli* and *Leersia oryzoides* within the herbaceous stratum. The vegetation met the Rapid Test for Hydrophytic Vegetation. Hydrologic indicators included Geomorphic Position (D2) and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 68	0-18	90% 10YR 4/1 with 10% 10YR 5/6 as a concentration in the matrix	Loamy/Clayey

Wetland 33 would be considered PEME under the Cowardin Classification System. Wetland 33 is 0.013 acre and wholly contained within the investigated area. Wetland 33 would be considered a poor quality wetland due to its association with the roadside ditch and dominance of invasive vegetation (*Echinochloa crus-galli*). For reference to field data collected for this wetland see DP 68 included in the Appendix B. DP 69 included in Appendix B is representative of the upland areas surrounding Wetland 33. DP 69 did possess hydrophytic vegetation, but lacked the hydric soil and hydrology to be determined a wetland.

3.1.36 Wetland 34

Wetland 34 is an emergent wetland located along the southbound lanes of I-65. The wetland is confined to a depressional area adjacent to the roadside ditch. Two sections are located within the investigated area. The wetland begins approximately 0.52 mile north of Lake Road and extends west beyond the State owned right-of-way. The wetland derives water from runoff from I-65.

Wetland 34 appears to drain west via a non-jurisdictional swale. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded in a typical year, it is anticipated to be a waters of the State. Wetland 34 is a Class I NF wetland located within mapped upland soils. The wetland extends west beyond the State owned right-of-way and investigated area. As the wetland extends beyond the State owned right-of-way into adjacent undeveloped residential land, Wetland 34 is not likely eligible for State exemptions under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Panicum virgatum* and *Cyperus esculentus* within the herbaceous stratum. Hydrologic indicators included Surface Water Present (A1) at 0.25 inch deep, High Water Table (A2) at 3 inches, Saturation (A3) at the surface, and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 70	0-3	95% 10YR 4/1 with 5% 10YR 4/6 as a concentration in the matrix	Loamy/Clayey
	3-18	92% 2.5Y 4/1 with 8% 2.5Y 4/4 as a concentration in the matrix	Mucky Loam/Clay

Wetland 34 would be considered PEME under the Cowardin Classification System. Wetland 34 is 0.024 acre and extends beyond the investigated area. Wetland 34 would be considered a poor quality wetland due to its association with the roadside ditch and dominance of invasive vegetation (*Cyperus esculentus*). For reference to field data collected for this wetland see DP 70 included in the Appendix B. DP 71 included in Appendix B is representative of the upland areas surrounding Wetland 34. DP 71 lacked the hydrophytic vegetation, hydric soil, and hydrology to be determined a wetland.

3.1.37 Wetland 35

Wetland 35 is an emergent wetland located in the southwest quadrant of the I-65 and SR 56 overpass. The wetland is confined to the roadside ditch and is entirely within State owned right-of-way. The wetland begins approximately 0.08 mile south of the I-65 and SR 56 overpass and extends north and west for 472 feet before terminating. The wetland derives water from runoff from I-65.

Wetland 35 appears to drain south via a non-jurisdictional maintenance pipe. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded in a typical year, it is anticipated to be a waters of the State. Wetland 35 is a Class I NF wetland confined to a roadside ditch wholly within the investigated area. Wetland 35 is entirely within the State owned right-of-way and constructed in mapped upland soils; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Cyperus esculentus* and *Leersia oryzoides* within the herbaceous stratum. Hydrologic indicators included Geomorphic Position (D2) and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 72	0-3	100% 10YR 3/1	Loamy/Clayey
	3-18	92% 10YR 5/1 with 8% 10YR 5/6 as a concentration in the matrix	Loamy/Clayey

Wetland 35 would be considered PEME under the Cowardin Classification System. Wetland 35 is 0.130 acre and wholly contained within the investigated area. Wetland 35 would be considered a poor quality wetland due to its location in a roadside ditch. A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 72 included in the Appendix B. DP 73 included in Appendix B is representative of the upland areas surrounding Wetland 35. DP 73 lacked the hydrophytic vegetation, hydric soil, and hydrology to be determined a wetland.

3.1.38 Wetland 36

Wetland 36 is an emergent wetland located in the southwest quadrant of the I-65 and SR 56 overpass. The wetland is located within a depressional area within the interchange infield and is entirely within State owned right-of-way. The wetland begins approximately 0.02 mile south of the I-65 and SR 56 overpass. The wetland derives water from runoff from I-65 and from a maintenance pipe outlet that carries water underneath I-65.

Wetland 36 appears to drain south via a non-jurisdictional maintenance pipe. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded in a typical year, it is anticipated to be a waters of the State. Wetland 36 is a Class I NF wetland located within mapped upland soils and entirely within State owned right-of-way; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Leersia oryzoides, Typha latifolia, Cyperus esculentus, Schoenoplectus tabernaemontani,* and *Echinochloa crus-galli* within the herbaceous stratum. Hydrologic indicators included Surface Water (A1) at 1 inch deep, High Water Table (A2) at the surface, Saturation (A3) at the surface, Crayfish Burrows (C8), Geomorphic Position (D2), and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 74*	0-18	95% 10YR 4/1 with 5% 10YR 4/6 as a concentration in the matrix	Loamy/Clayey
DP 75	0-3	98% 10YR 4/1 with 2% 10YR 4/6 as a concentration in the matrix	Loamy/Clayey
	3-18	95% 10YR 4/2 with 5% 10YR 4/6 as a concentration in the matrix	Loamy/Clayey

*DP 74 was taken to see if the area met the wetland indicators. It was determined that this narrow strip connected the wetland within the interchange infield to the linear wetland along I-65 southbound.

Wetland 36 would be considered PEME under the Cowardin Classification System. Wetland 36 is 0.431 acre and wholly contained within the investigated area. Wetland 36 would be considered a poor quality wetland due to its association with the roadside ditch and dominance of invasive vegetation (*Echinochloa crus-galli, Cyperus esculentus,* and *Typha latifolia*). A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 74 and DP 75 included in the Appendix B. DP 76 included in Appendix B is representative of the upland areas surrounding Wetland 36. DP 76 lacked the hydrophytic vegetation, hydric soil, and hydrology to be determined a wetland.

3.1.39 Wetland 37

Wetland 37 is an emergent wetland located in the northwest quadrant of the I-65 and SR 56 overpass. The wetland is located within a depressional area within the interchange infield and is entirely within State owned right-of-way. The wetland begins approximately 0.01 mile north of the I-65 and SR 56 overpass. The wetland derives water from runoff from I-65.

Wetland 37 appears to drain northwest via a non-jurisdictional culvert (CV I65-072-29.40SB). Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded in a typical year, it is anticipated to be a waters of the State. Wetland 37 is a Class I NF wetland located within mapped upland soils and entirely within State owned right-of-way; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Leersia oryzoides* within the herbaceous stratum. Hydrologic indicators included High Water Table (A2) at 6 inches, Saturation (A3) at the surface, Hydrogen Sulfide Odor (C1), Geomorphic Position (D2) and FAC-Neutral Test (D5). Hydric soil indicators included Hydrogen Sulfide (A4) and Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 77	0-18	97% 10YR 4/1 with 3% 10YR 4/6 as a concentration in the matrix	Loamy/Clayey

Wetland 37 would be considered PEME under the Cowardin Classification System. Wetland 37 is 0.128 acre and wholly contained within the investigated area. Wetland 37 would be considered a poor quality wetland due to its association with the roadside ditch. A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 77 included in the Appendix B. DP 78 included in Appendix B is representative of the upland areas surrounding Wetland 37. DP 78 lacked the hydrophytic vegetation, hydric soil, and hydrology to be determined a wetland.

3.1.40 Wetland 38

Wetland 38 is an emergent wetland located in the northwest quadrant of the I-65 and SR 56 overpass. The wetland is confined to the roadside ditch and is entirely within State owned right-of-way. The wetland begins approximately 0.08 mile north of the I-65 and SR 56 overpass and extends north for 351 linear feet before terminating. The wetland derives water from runoff from I-65 and from a maintenance pipe outlet that carries water underneath I-65.

Wetland 38 appears to drain south via a non-jurisdictional roadside ditch. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded in a typical year, it is anticipated to be a waters of the State. Wetland 38 is a Class I NF wetland confined to a roadside ditch wholly within the investigated area. Wetland 38 is entirely within the State owned right-of-way and constructed in mapped upland soils; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Leersia oryzoides* within the herbaceous stratum. Hydrologic indicators included FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 79	0-18	95% 10YR 5/1 with 5% 10YR 5/6 as a concentration in the matrix	Loamy/Clayey

Wetland 38 would be considered PEME under the Cowardin Classification System. Wetland 38 is 0.189 acre and wholly contained within the investigated area. Wetland 38 would be considered a poor quality wetland due to its location in a roadside ditch. A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 79 included in the Appendix B. DP 80 included in Appendix B is representative of the upland areas surrounding Wetland 38. DP 80 did possess the hydrophytic vegetation, but lacked the hydric soil and hydrology to be determined a wetland.

3.1.41 Wetland 39

Wetland 39 is an emergent wetland located along the southbound exit ramp in the northwest quadrant of the I-65 and SR 56 overpass. The wetland is located within a depressional area associated with the roadside ditch upstream of UNT 4 to Honey Run and is entirely within State owned right of way. The wetland begins 0.14 mile north of the I-65 and SR 56 overpass and extends northeast for 280 linear feet before terminating. The wetland derives water from runoff from I-65.

Wetland 39 appears to drain south via non-jurisdictional ephemeral stream (UNT 4 to Honey Run). Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded in a typical year, it is anticipated to be a waters of the State. Wetland 39 is a Class I NF wetland associated with the roadside ditch wholly within the investigated area. Wetland 39 is entirely within the State owned right-of-way and constructed in mapped upland soils; therefore it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Platanus occidentalis* within the sapling/shrub stratum; and *Leersia oryzoides* within the herbaceous stratum. Although the wetland included sapling/shrubs this was not a dominant component of the absolute cover of the wetland. Hydrologic indicators included High Water Table (A2) at 11 inches, Saturation (A3) at the surface, Geomorphic Position (D2) and FAC-Neutral Test (D5). Hydric soil indicators included Loamy Gleyed Matrix (F2). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 81	0-10	100% 10YR 3/1	Loamy/Clayey
	10-18	100% GLEY 1 2.5/N	Loamy/Clayey

Wetland 39 would be considered PEME under the Cowardin Classification System. Wetland 39 is 0.060 acre and wholly contained within the investigated area. Wetland 39 would be considered a poor quality wetland due to its association with the roadside ditch. For reference to field data collected for this wetland see DP 81 included in the Appendix B. DP 82 included in Appendix B is representative of the upland areas

surrounding Wetland 39. DP 82 lacked the hydrophytic vegetation, hydric soil, and hydrology to be determined a wetland.

3.1.42 Wetland 40

Wetland 40 is an emergent wetland located along the southbound lanes of I-65. The wetland is located within a depressional area associated with the roadside ditch and extends west beyond the State owned right-of-way. The wetland begins approximately 0.24 mile north of the I-65 and SR 56 overpass. The wetland derives water from runoff from I-65 and from a maintenance pipe outlet that carries water underneath I-65.

Wetland 40 extends west beyond the investigated area and appears to directly abut Honey Run (a perennial stream), which drains to Big Ox Creek, which drains to Muscatatuck River, a TNW. Therefore, it is anticipated Wetland 40 would be considered a water of the US.

The dominant vegetation consisted of *Leersia oryzoides* within the herbaceous stratum. The vegetation met the Rapid Test for Hydrophytic Vegetation. Hydrologic indicators included Surface Water (A1) at 0.25 inch deep, High Water Table (A2) at the surface, Saturation (A3) at the surface, Hydrogen Sulfide Odor (C1), and FAC-Neutral Test (D5). Hydric soil indicators included Hydrogen Sulfide (A4). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 83	0-18	100% 10YR 2/1	Mucky Loam/Clay

Wetland 40 would be considered PEME under the Cowardin Classification System. Wetland 40 is 0.002 acre and extends beyond the investigated area. Wetland 40 would be considered a poor quality wetland due to its association with the roadside ditch and receiving water from roadway runoff. For reference to field data collected for this wetland see DP 83 included in the Appendix B. DP 84 included in Appendix B is representative of the upland areas surrounding Wetland 40. DP 84 lacked the hydrophytic vegetation, hydric soil, and hydrology to be determined a wetland.

3.1.43 Wetland 41.1

Wetland 41.1 is an emergent wetland located along the southbound lanes of I-65 and is associated with a larger wetland complex which includes Wetland 41.2. The wetland is confined to the roadside ditch and is entirely within State owned right-of-way. The wetland begins approximately 0.44 mile north of the I-65 and SR 56 overpass and extends north for 1,511 linear feet before terminating. The wetland derives water from UNT 6 to Honey Run and UNT 7 to Honey Run as well as runoff from I-65.

Wetland 41.1 directly abuts Wetland 41.2, which appears to drain south via non-jurisdictional ephemeral streams (UNT 6 to Honey Run and UNT 7 to Honey Run). Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded in a typical year, it is anticipated to be a waters of the State. Wetland 41.1 is a Class 1 NF wetland confined to a roadside ditch wholly within the investigated area. Wetland 41.1 is entirely within the State owned right-of-way and constructed in mapped upland soils; therefore it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Cyperus esculentus* and *Echinochloa crus-galli* within the herbaceous stratum. Hydrologic indicators included Oxidized Rhizospheres on Living Roots (C3), Saturation Visible on Aerial Imagery (C9), Geomorphic Position (D2) and FAC-Neutral Test (D5). Hydric soil indicators included Loamy Gleyed Matrix (F2) and Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 85	0-4	97% 10YR 4/1 with 3% 10YR 4/6 as a concentration in the matrix	Loamy/Clayey
	4-18	80% GLEY 1 7/10Y with 20% 10YR 4/6 as a concentration in the matrix.	Loamy/Clayey

Wetland 41.1 would be considered PEME under the Cowardin Classification System. Wetland 41.1 is 0.163 acre and wholly contained within the investigated area. Wetland 41.1 would be considered a poor quality wetland due to receiving water from roadway runoff and dominance of invasive vegetation (*Echinochloa crus-galli* and *Cyperus esculentus*). For reference to field data collected for this wetland see DP 85 included in the Appendix B. DP 86 and DP 87 included in Appendix B are representative of the upland areas surrounding Wetland 41.1. DP 86 lacked the hydrophytic vegetation, hydric soil, and hydrology to be determined a wetland. DP 87 was taken to confirm the boundary of Wetland 41.1. DP 87 did possess the hydric soil, but lacked the hydrophytic vegetation and hydrology to be determined a wetland.

3.1.44 Wetland 41.2

Wetland 41.2 is a forested wetland located along the southbound lanes of I-65 and is associated with a larger wetland complex which includes Wetland 41.1. The wetland is located within the depressional areas associated with UNT 6 to Honey Run and UNT 7 to Honey Run and extends southwest beyond the State owned right-of-way. Wetland 41.2 is dissected by an upland area between the (valleys/floodplains) of UNT 6 to Honey Run and UNT 7 to Honey Run. The wetland begins approximately 0.70 mile north of the I-65 and SR 56 overpass. The wetland derives water from UNT 6 to Honey Run and UNT 7 to Honey Run as well as runoff from I-65.

Wetland 41.1 and Wetland 41.2 are part of a single emergent and forested wetland complex which appear to drain east via non-jurisdictional ephemeral streams (UNT 6 to Honey Run and UNT 7 to Honey Run) as described in Wetland 41.1. Wetland 41.2 is a Class I F wetland located within mapped upland soils. The wetland extends southwest beyond the State owned right-of-way and investigated area. As the wetland extends beyond the State owned right-of-way into adjacent forested land, Wetland 41.2 is not likely eligible for State exemptions under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Acer saccharinum* and *Salix nigra* within the tree stratum; *Acer saccharinum, Quercus palustris,* and *Rosa palustris* within the sapling/shrub stratum; and *Saururus cernuus* within the herbaceous stratum. Hydrologic indicators included Geomorphic Position (D2) and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3).

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 88	0-3	98% 10YR 4/2 with 2% 10YR 4/6 as a concentration in the matrix	Loamy/Clayey
	3-18	95% 10YR 4/1 with 5% 10YR 4/6 as a concentration in the matrix	Loamy/Clayey

Wetland 41.2 would be considered PFO1A under the Cowardin Classification System. Wetland 41.2 is 0.280 acre and extends beyond the investigated area. Wetland 41.2 would be considered an average quality wetland due to its lack of invasive species. For reference to field data collected for this wetland see DP 88 included in the Appendix B. DP 89 included in Appendix B is representative of the upland area surrounding Wetland 41.2. DP 89 lacked the hydrophytic vegetation, hydric soil, and hydrology to be determined a wetland.

3.1.45 Wetland 42

Wetland 42 is a forested wetland located along the southbound lanes of I-65. The wetland is located within a depressional area associated with the roadside ditch. The wetland begins approximately 0.73 mile north of the I-65 and SR 56 overpass and extends west beyond the State owned right-of-way. The wetland derives water from runoff from I-65.

Wetland 42 appears to drain south via a non-jurisdictional roadside ditch. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded in a typical year, it is anticipated to be a waters of the State. Wetland 42 is a Class I NF wetland located within mapped upland soils. The wetland extends west beyond the State owned right-of-way and investigated area. As the wetland extends beyond the State owned right-of-way into adjacent forested land, Wetland 42 is not likely eligible for State exemptions under 327 IAC 17-1-3 (7).

The dominant vegetation consisted *Liquidambar styraciflua, Acer saccharinum,* and *Fraxinus pennsylvanica* within the tree stratum; *Cephalanthus occidentalis, Fraxinus pennsylvanica,* and *Rosa palustris* within the sapling/shrub stratum; *Echinochloa crus-galli, Typha latifolia*, *Juncus effusus,* and *Bidens frondosa* within the herbaceous stratum; and *Toxicodendron radicans* and *Lonicera japonica* within the woody vine stratum. Although the wetland included trees and sapling/shrubs this was not a dominant component of the absolute cover of the wetland. Hydrologic indicators included Geomorphic Position (D2) and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 90	0-18	90% 2.5Y 5/1 with 10% 10YR 4/6 as a concentration in the matrix	Loamy/Clayey
DP 93	0-18	93% 10YR 4/2 with 7% 10YR 4/6 as a concentration in the matrix	Loamy/Clayey

Wetland 42 would be considered PFO1A under the Cowardin Classification System. Wetland 42 is 0.051 acre and extends beyond the investigated area. Wetland 42 would be considered a poor quality wetland due to its association with the roadside ditch and dominance of invasive vegetation (*Echinochloa crus-galli* and *Typha latifolia*). For reference to field data collected for this wetland see DP 90 and DP 93 included in the Appendix B. DP 91 and DP 92 included in Appendix B are representative of the upland areas surrounding Wetland 42. DP 91 did possess hydric soil, but lacked the hydrophytic vegetation and hydrology to be determined a wetland. DP 92 did possess the hydrophytic vegetation, but lacked the hydric soil and hydrology to be determined a wetland.

3.1.46 Wetland 43

Wetland 43 is an emergent wetland located along the southbound lanes of I-65. The wetland is confined to the roadside ditch and is entirely within State owned right of way. The wetland begins approximately 0.63 mile south of Moonglo Road and extends south for 444 linear feet before terminating. The wetland derives water from runoff from I-65.

Wetland 43 appears to drain south via non-jurisdictional ephemeral stream (UNT 8 to Honey Run). Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded in a typical year, it is anticipated to be a waters of the State. Wetland 43 Class I NF wetland confined to a roadside ditch wholly within the investigated area. Wetland 43 is entirely within the State owned right-of-way and constructed in mapped upland soils; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Pyrus calleryana, Liquidambar styraciflua,* within the sapling/shrub stratum; and *Phalaris arundinacea, Typha latifolia, Echinochloa crus-galli, Juncus effusus,* and *Juncus torreyi* within the herbaceous stratum. Although the wetland included sapling/shrubs this was not a dominant component of the absolute cover of the wetland. Hydrologic indicators included High Water Table (A2) at 6 inches deep, Saturation (A3) at the surface, Geomorphic Position (D2), and FAC-Neutral Test (D5). Hydric soil indicators included Loamy Gleyed Matrix (F2) and Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 94	0-4	95% 10YR 4/2 with 5% 10YR 4/6 as a concentration in the matrix	Loamy/Clayey
	4-18	90% 10YR 5/1 with 10% 10YR 4/6 as a concentration in the matrix	Loamy/Clayey
DP 96	0-3	90% 10YR 4/4 with 10% 10YR 4/6 as a concentration in the matrix	Loamy/Clayey
	3-6	55% 10YR 5/2 with 45% 10YR 4/6 as a concentration in the matrix	Loamy/Clayey
	6-18	100% GLEY 1 6/5G	Loamy/Clayey

Wetland 43 would be considered PEME under the Cowardin Classification System. Wetland 43 is 0.037 acre and wholly contained within the investigated area. Wetland 43 would be considered a poor quality wetland due to its location in a roadside ditch and dominance of invasive vegetation (*Echinochloa crus-galli, Phalaris arundinacea,* and *Typha latifolia*). For reference to field data collected for this wetland see DP 94 and DP 96 included in the Appendix B. Data points were recorded at both ends of Wetland 43 to document the termini of Wetland 43. DP 95 included in Appendix B is representative of the upland areas surrounding Wetland 43. DP 95 did possess the hydrophytic vegetation and hydric soil, but lacked the hydrology to be determined a wetland.

3.1.47 Wetland 44

Wetland 44 is an emergent wetland located along the southbound lanes of I-65. The wetland is located in a depressional area associated with the roadside ditch. The wetland begins approximately 0.56 mile south of Moonglo road and extends southwest beyond the State owned right-of-way. The wetland derives water from runoff from I-65.

Wetland 44 appears to drain southwest via a non-jurisdictional swale. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded in a typical year, it is anticipated to be a waters of the State. Wetland 44 is a Class I NF wetland located within mapped upland soils. The wetland extends southwest beyond the State owned right-of-way and investigated area. As the wetland extends beyond the State owned right-of-way into adjacent commercial land, Wetland 44 is not likely eligible for State exemptions under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Fraxinus pennsylvanica* within the tree stratum; *Fraxinus pennsylvanica* within the sapling/shrub stratum; and *Typha latifolia* and *Hibiscus moscheutos* within the herbaceous stratum. Although the wetland included tree and sapling/shrubs this was not a dominant component of the absolute cover of the wetland. Hydrologic indicators included Geomorphic Position (D2) and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 97	0-5*	95% 10YR 4/2 with 5% 10YR 4/6 as a concentration in the matrix	Loamy/Clayey

*Multiple attempts were made to sample soils past 5 inches but the wetland area was underlain by gravel.

Wetland 44 would be considered PEME under the Cowardin Classification System. Wetland 44 is 0.011 acre and extends beyond investigated area. Wetland 44 would be considered a poor quality wetland due to its association with the roadside ditch. For reference to field data collected for this wetland see DP 97 included in the Appendix B. DP 98 included in Appendix B is representative of the upland areas surrounding Wetland 44. DP 98 did possess the hydrophytic vegetation, but lacked the hydric soil and hydrology to be determined a wetland.

3.1.48 Wetland 45

Wetland 45 is an emergent wetland located within the I-65 median. The wetland is confined to the roadside ditch and is entirely within State owned right-of-way. From the northern limits of the investigated area, the wetland extends southeast for 371 linear feet to approximately 0.2 mile north of Moonglo Road. The wetland derives water from runoff from I-65.

Wetland 45 appears to drain south via a non-jurisdictional roadside ditch. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded within a typical year, it is anticipated to be a waters of the State. Wetland 45 is a Class I NF wetland confined to a roadside ditch extending beyond the investigated area. Wetland 45 is entirely within the State owned right-of-way and constructed in mapped upland and hydric soils; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Echinochloa crus-galli, Paspalum floridanum,* and *Cyperus esculentus* within the herbaceous stratum. Hydrologic indicators included Surface Water (A1) at 3 inches deep, High Water Table (A2) at the surface, Saturation (A3) at the surface, Drainage Patterns (B10), and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 99	0-4	100% 10YR 4/3	Loamy/Clayey
	4-18	85% 10YR 5/2 with 15% 10YR 5/6 as a concentration in the matrix	Loamy/Clayey

Wetland 45 would be considered PEME under the Cowardin Classification System. Wetland 45 is 0.005 acre and extends northwest beyond the investigated area. Wetland 45 would be considered a poor quality wetland due to its location in a roadside ditch and dominance of invasive vegetation (*Echinochloa crus-galli* and *Cyperus esculentus*). A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 99 included in the Appendix B. DP 100 included in Appendix B is representative of the upland areas surrounding Wetland 45. DP 100 lacked the hydrophytic vegetation, hydric soil, and hydrology to be determined a wetland.

3.1.49 Wetland 46

Wetland 46 is an emergent wetland located along the roadway median of I-65. The wetland is confined to the roadside ditch and is entirely within State owned right-of-way. The wetland begins 0.87 mile south of Moonglo Road and extends south for 115 linear feet before terminating. The wetland derives water from runoff from I-65.

Wetland 46 appears to drain south via a non-jurisdictional roadside ditch. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded within a typical year, it is anticipated to be a waters of the State. Wetland 46 is a Class I NF wetland confined to a roadside ditch wholly within the investigated area. Wetland 46 is entirely within the State owned right-of-way and constructed in mapped upland soils; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Panicum dichotomiflorum* and *Paspalum floridanum* within the herbaceous stratum. Hydrologic indicators included Surface Water (A1) at 1 inch, Saturation (A3) at the surface, and FAC-Neutral Test (D5). Hydric soil indicators included Redox Dark Surface (F6) and Redox Depressions (F8). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 101	0-4	95% 10YR 3/2 with 5% 10YR 5/6 as a concentration in the matrix	Loamy/Clayey
	4-18	80% 10YR 5/6 with 15% 10YR 5/2 and 5% 10YR 4/6 as concentration in the matrix	Loamy/Clayey

Wetland 46 would be considered PEME under the Cowardin Classification System. Wetland 46 is 0.014 acre and wholly contained within the investigated area. Wetland 46 would be considered a poor quality wetland due to its location in a roadside ditch. A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 101 included in the Appendix B. DP 102 included in Appendix B is representative of the upland areas surrounding Wetland 46. DP 102 lacked the hydrophytic vegetation, hydric soil, and hydrology to be determined a wetland.

3.1.50 Wetland 47

Wetland 47 is an emergent wetland located within the I-65 median. The wetland is confined to the roadside ditch and is entirely within State owned right-of-way. The wetland is bounded to the north by a drain. The wetland begins approximately 0.5 mile north of SR 56 and extends south for 189 linear feet before terminating approximately 0.5 mile north of SR 56. The wetland derives water from runoff from I-65.

Wetland 47 appears to drain south via a non-jurisdictional roadside ditch. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded within a typical year, it is anticipated to be a waters of the State. Wetland 47 is a Class I NF wetland confined to a roadside ditch wholly within the investigated area. Wetland 47 is entirely within the State owned right-of-way and constructed in mapped upland soils; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Typha latifolia, Echinochloa crus-galli* and *Cyperus esculentus* within the herbaceous stratum. Hydrologic indicators included High Water Table (A2) at 5 inches, Saturation (A3) at the surface, Drainage Patterns (B10), and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 103	0-18	70% 10YR 5/2 with 10% 10YR 4/6 as a concentration in the matrix and 10% 10YR 4/1 as a depletion in the matrix	Loamy/Clayey

Wetland 47 would be considered PEME under the Cowardin Classification System. Wetland 47 is 0.024 acre and wholly contained within the investigated area. Wetland 47 would be considered a poor quality wetland due to its location in a roadside ditch and dominance of invasive vegetation (*Typha latifolia, Echinochloa crus-galli* and *Cyperus esculentus*). A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 103 included in the Appendix B. DP 104 included in Appendix B is representative of the upland areas surrounding Wetland 47. DP 104 lacked the hydrophytic vegetation, hydric soil, and hydrology to be determined a wetland.

3.1.51 Wetland 48

Wetland 48 is an emergent wetland located along the roadway median of I-65. The wetland is confined to the roadside ditch and is entirely within State owned right-of-way. The wetland begins 0.15 mile north of Lake Road and extends south for 140 linear feet before terminating. The wetland derives water from runoff from I-65.

Wetland 48 appears to drain south via a non-jurisdictional roadside ditch. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded within a typical year, it is anticipated to be a waters of the State. Wetland 48 is a Class I NF wetland confined to a roadside ditch wholly within the investigated area. Wetland 48 is entirely within the State owned right-of-way and constructed in mapped upland soils; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Cyperus esculentus* and *Panicum dichotomiflorum* within the herbaceous stratum. Hydrologic indicators included Surface Water (A1) at 0.25 inch, Saturation (A3) at the surface, and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 105	0-2	95% 10YR 4/2 with 5% 10YR 5/4 as a concentration in the matrix	Loamy/Clayey
	2-18	100% 10YR 5/6	Loamy/Clayey

Wetland 48 would be considered PEME under the Cowardin Classification System. Wetland 48 is 0.021 acre and wholly contained within the investigated area. Wetland 48 would be considered a poor quality wetland due to its location in a roadside ditch and dominance of invasive vegetation (*Cyperus esculentus*). A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 105 included in the Appendix B. DP 106 included in Appendix B is representative of the upland areas surrounding Wetland 48. DP 106 lacked the hydrophytic vegetation, hydric soil, and hydrology to be determined a wetland.

3.1.52 Wetland 49

Wetland 49 is an emergent wetland located along the roadway median of I-65. The wetland is confined to the roadside ditch and is entirely within State owned right-of-way. The wetland begins 0.15 mile south of Leota Road and extends south for 60 linear feet before terminating. The wetland derives water from runoff from I-65.

Wetland 49 appears to drain west via a non-jurisdictional roadside ditch. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded within a typical year, it is anticipated to be a waters of the State. Wetland 49 is a Class I NF wetland confined to a roadside ditch wholly within the investigated area and mapped within upland soils. Wetland 49 is entirely within the State owned right-of-way and constructed in mapped upland soils; therefore it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Juncus interior, Setaria pumila,* and *Panicum virgatum* within the herbaceous stratum. Hydrologic indicators included Surface Water (A1) at 1 inch, High Water Table (A2) at the surface, Saturation (A3) at the surface, Drainage Patterns (B10), and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 107	0-4	100% 10YR 4/2	Loamy/Clayey
	4-18	70% 10YR 6/2 with 30% 10YR 6/6 as concentration in the matrix	Loamy/Clayey

Wetland 49 would be considered PEME under the Cowardin Classification System. Wetland 49 is 0.018 acre and wholly contained within the investigated area. Wetland 49 would be considered a poor quality wetland due to its location in a roadside ditch. A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 107 included in the Appendix B. DP 108 included in Appendix B is representative of the upland areas surrounding Wetland 49. DP 108 did possess hydric soil but lacked the hydrophytic vegetation and hydrology to be determined a wetland.

3.1.53 Wetland 50

Wetland 50 is an emergent wetland located within the I-65 median. The wetland is confined to the roadside ditch and is entirely within State owned right-of-way. The wetland begins approximately 0.56 mile south of Leota Road and extends south for 213 linear feet before terminating approximately 0.55 mile south of Leota Road. The wetland derives water from runoff from I-65.

Wetland 50 appears to drain north via a non-jurisdictional roadside ditch. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded within a typical year, it is anticipated to be a waters of the State. Wetland 50 is a Class I NF wetland confined to a roadside ditch wholly within the investigated area. Wetland 50 is entirely within the State owned right-of-way and constructed in mapped upland soils; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Echinochloa crus-galli* and *Cyperus bipartitus* within the herbaceous stratum. Hydrologic indicators included Surface Water (A1) at 3 inches deep, High Water Table (A2) at the surface, Saturation (A3) at the surface, Algal Mat or Crust (B4), Drainage Patterns (B10), and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 109	0-7	100% 10YR 4/2	Loamy/Clayey
	7-18	80% 10YR 5/2 with 20% 10YR 5/8 as a concentration in the matrix	Loamy/Clayey

Wetland 50 would be considered PEME under the Cowardin Classification System. Wetland 50 is 0.019 acre and wholly contained within the investigated area. Wetland 50 would be considered a poor quality wetland due to its location in a roadside ditch and dominance of invasive vegetation (*Echinochloa crus-galli*). A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 109 included in the Appendix B. DP 110 included in Appendix B is representative of the upland areas surrounding Wetland 50. DP 110 lacked the hydrophytic vegetation, hydric soil, and hydrology to be determined a wetland.

3.1.54 Wetland 51

Wetland 51 is an emergent wetland located within the I-65 median. The wetland is confined to the roadside ditch and is entirely within State owned right-of-way. The wetland begins approximately 1 mile south of Leota Road and extends south for 112 linear feet before terminating approximately 1 mile south of Leota Road. The wetland derives water from runoff from I-65.

Wetland 51 appears to drain south via a non-jurisdictional roadside ditch. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded within a typical year, it is anticipated to be a waters of the State. Wetland 51 is a Class I NF wetland confined to a roadside ditch wholly within the investigated area. Wetland 51 is entirely within the State owned right-of-way and constructed in mapped upland soils; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Echinochloa crus-galli* and *Leersia oryzoides* within the herbaceous stratum. Hydrologic indicators included Surface Water (A1) at 2 inches deep, High Water Table (A2) at the surface, Saturation (A3) at the surface, Drainage Patterns (B10), Geomorphic Position (D2), and FAC-Neutral Test (D5). Hydric soil indicators included Depleted below Dark Surface (A11) and Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 111	0-7	100% 10YR 3/2	Loamy/Clayey
	7-18	85% 10YR 6/1 with 15% 10YR 5/8 as a concentration in the matrix	Loamy/Clayey

Wetland 51 would be considered PEME under the Cowardin Classification System. Wetland 51 is 0.012 acre and wholly contained within the investigated area. Wetland 51 would be considered a poor quality wetland due to its location in a roadside ditch and dominance of invasive vegetation (*Echinochloa crus-galli*). A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference

to field data collected for this wetland see DP 111 included in the Appendix B. DP 112 included in Appendix B is representative of the upland areas surrounding Wetland 51. DP 112 lacked the hydrophytic vegetation, hydric soil, and hydrology to be determined a wetland.

3.1.55 Wetland 52

Wetland 52 is an emergent wetland located along the roadway median of I-65. The wetland is confined to the roadside ditch and is entirely within State owned right-of-way. The wetland begins 0.99 mile south of Liberty Knob Road and extends south for 145 linear feet before terminating. The wetland derives water from runoff from I-65.

Although Wetland 52 is located in the median above the structure which conveys West Fork Silver Creek beneath I-65, no underdrain or inlet was present connecting the wetland to the stream. Wetland 52 appears to drain south via a non-jurisdictional roadside ditch. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded within a typical year, it is anticipated to be a waters of the State. Wetland 52 is a Class I NF wetland confined to a roadside ditch wholly within the investigated area. Wetland 52 is entirely within the State owned right-of-way and constructed in mapped upland soils; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Echinochloa crus-galli, Bothriochloa laguroides*, and *Eleocharis palustris* within the herbaceous stratum. Hydrologic indicators included Surface Water (A1) at 1 inch, High Water Table (A2) at the surface, Saturation (A3) at the surface, and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 114	0-5	100% 10YR 4/1	Loamy/Clayey
	5-18	95% 10YR 5/1 with 5% 10YR 5/6 as concentration in the matrix	Loamy/Clayey

Wetland 52 would be considered PEME under the Cowardin Classification System. Wetland 52 is 0.030 acre and wholly contained within the investigated area. Wetland 52 would be considered a poor quality wetland due to its location in a roadside ditch and dominance of invasive vegetation (*Echinochloa crus-galli*). A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 114 included in the Appendix B. DP 115 included in Appendix B is representative of the upland areas surrounding Wetland 52. DP 115 lacked the hydrophytic vegetation, hydric soil, and hydrology to be determined a wetland.

3.1.56 Wetland 53

Wetland 53 is an emergent wetland located along the roadway median of I-65. The wetland is confined to the roadside ditch and is entirely within State owned right-of-way. The wetland begins 1.14 miles south of Liberty Knob Road and extends south for 150 linear feet before terminating. The wetland derives water from runoff from I-65.

Wetland 53 appears to drain north via a non-jurisdictional roadside ditch. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded within a typical year, it is anticipated to be a waters of the State. Wetland 53 is a Class I NF wetland confined to a roadside ditch wholly within the investigated area. Wetland 53 is entirely within the State owned right-of-way and constructed in mapped upland soils; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Bothriochloa laguroides*, *Echinochloa crus-galli,* and *Panicum dichotomiflorum* within the herbaceous stratum. Hydrologic indicators included High Water Table (A2) at the surface, Saturation (A3) at the surface, and FAC-Neutral Test (D5). Hydric soil indicators included Loamy Gleyed Matrix (F2) and Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 116	0-4	100% GLEY 1 6/5GY	Loamy/Clayey
	4-18	97% 10YR 5/2 with 3% 10YR 5/4 as a concentration in the matrix	Loamy/Clayey

Wetland 53 would be considered PEME under the Cowardin Classification System. Wetland 53 is 0.020 acre and wholly contained within the investigated area. Wetland 53 would be considered a poor quality wetland due to its location in a roadside ditch and dominance of invasive vegetation (*Echinochloa crus-galli*). A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 116 included in the Appendix B. DP 117 included in Appendix B is representative of the upland areas surrounding Wetland 52. DP 117 did possess hydric soil but lacked the hydrophytic vegetation and hydrology to be determined a wetland.

3.1.57 Wetland 54

Wetland 54 is an emergent wetland located along the roadway median of I-65. The wetland is confined to the roadside ditch and is entirely within State owned right-of-way. The wetland begins 1.33 miles south of Liberty Knob Road and extends south for 120 linear feet before terminating. The wetland derives water from runoff from I-65.

Wetland 54 appears to drain south via a non-jurisdictional roadside ditch. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded within a typical year, it is anticipated to be a waters of the State. Wetland 5 is a Class I NF wetland confined to a roadside ditch wholly within the investigated area. Wetland 54 is entirely within the State owned right-of-way and constructed in mapped upland soils; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Echinochloa crus-galli* within the herbaceous stratum. Hydrologic indicators included Saturation (A3) at the surface, Drainage Patterns (B10), and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 118	0-2	100% 10YR 4/2	Loamy/Clayey
	2-18	70% 10YR 5/2 with 30% 10YR 5/8 as concentration in the matrix	Loamy/Clayey

Wetland 54 would be considered PEME under the Cowardin Classification System. Wetland 54 is 0.034 acre and wholly contained within the investigated area. Wetland 54 would be considered a poor quality wetland due to its location in a roadside ditch and dominance of invasive vegetation (*Echinochloa crus-galli*). A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 118 included in the Appendix B. DP 119 included in Appendix B is representative of the upland areas surrounding Wetland 54. DP 119 lacked the hydrophytic vegetation, hydric soil, and hydrology to be determined a wetland.

3.1.58 Wetland 55

Wetland 55 is an emergent wetland located along the roadway median of I-65. The wetland is confined to the roadside ditch and is entirely within State owned right-of-way. The wetland begins 0.94 mile north of Brownstown Road and extends south for 135 linear feet before terminating. The wetland derives water from runoff from I-65.

Wetland 55 appears to drain north via a non-jurisdictional roadside ditch. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded within a typical year, it is anticipated to be a waters of the State. Wetland 55 is a Class I NF wetland confined to a roadside ditch wholly within the investigated area. Wetland 55 is entirely within the State owned right-of-way and constructed in mapped upland soils; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Echinochloa crus-galli, Paspalum floridanum*, and *Cyperus esculentus* within the herbaceous stratum. Hydrologic indicators included Saturation (A3) at the surface, Drainage Patterns (B10), and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 120	0-2	100% 10YR 4/2	Loamy/Clayey
	2-18	70% 10YR 5/2 with 30% 10YR 5/8 as concentration in the matrix	Loamy/Clayey

Wetland 55 would be considered PEME under the Cowardin Classification System. Wetland 55 is 0.042 acre and wholly contained within the investigated area. Wetland 55 would be considered a poor quality wetland due to its location in a roadside ditch and dominance of invasive vegetation (*Echinochloa crus-galli* and *Cyperus esculentus*). A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 120 included in the Appendix

B. DP 121 included in Appendix B is representative of the upland areas surrounding Wetland 55. DP 121 did possess hydric soil but lacked the hydrophytic vegetation and hydrology to be determined a wetland.

3.1.59 Wetland 56

Wetland 56 is an emergent wetland located along the roadway median of I-65. The wetland is confined to the roadside ditch and is entirely within State owned right-of-way. The wetland begins 0.53 mile north of Brownstown Road and extends south for 350 linear feet before terminating. The wetland derives water from runoff from I-65.

Wetland 56 appears to drain south via a non-jurisdictional roadside ditch. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded within a typical year, it is anticipated to be a waters of the State. Wetland 56 is a Class I NF wetland confined to a roadside ditch wholly within the investigated area. Wetland 56 is entirely within the State owned right-of-way and constructed in mapped upland soils; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Panicum virgatum* within the herbaceous stratum. Hydrologic indicators included High Water Table (A2) at 12 inches, Saturation (A3) at the surface, Drainage Patterns (B10), and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 122	0-2	100% 10YR 4/2	Loamy/Clayey
	2-18	60% 10YR 5/2 with 40% 10YR 5/4 as concentration in the matrix	Loamy/Clayey

Wetland 56 would be considered PEME under the Cowardin Classification System. Wetland 56 is 0.042 acre and wholly contained within the investigated area. Wetland 56 would be considered a poor quality wetland due to its location in a roadside ditch. A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 122 included in the Appendix B. DP 123 included in Appendix B is representative of the upland areas surrounding Wetland 56. DP 123 did possess hydric soil but lacked the hydrophytic vegetation and hydrology to be determined a wetland.

3.1.60 Wetland 57

Wetland 57 is an emergent wetland located along the roadway median of I-65. The wetland is confined to the roadside ditch and is entirely within State owned right-of-way. The wetland begins 0.28 mile north of Brownstown Road and extends south for 110 linear feet before terminating. The wetland derives water from runoff from I-65.

Wetland 57 appears to drain north via a non-jurisdictional roadside ditch. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded within a typical year, it is anticipated to be a waters of the State. Wetland 57 is a Class I NF wetland confined to a roadside ditch wholly within the

investigated area. Wetland 57 is entirely within the State owned right-of-way and constructed in mapped upland soils; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Bothriochloa laguroides* and *Setaria pumila* within the herbaceous stratum. Hydrologic indicators included Surface Water (A1) at 1 inch, Saturation (A3) at the surface, and FAC-Neutral Test (D5). Hydric soil indicators included Depleted below Dark Surface (A11) and Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 124	0-3	100% 10YR 3/1	Loamy/Clayey
	3-18	70% 10YR 5/1 with 30% 10YR 5/6 as concentration in the matrix	Loamy/Clayey

Wetland 57 would be considered PEME under the Cowardin Classification System. Wetland 57 is 0.044 acre and wholly contained within the investigated area. Wetland 57 would be considered a poor quality wetland due to its location in a roadside ditch and dominance of invasive vegetation (*Setaria pumila)*. A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 124 included in the Appendix B. DP 125 included in Appendix B is representative of the upland areas surrounding Wetland 57. DP 125 lacked the hydrophytic vegetation, hydric soil, and hydrology to be determined a wetland.

3.1.61 Wetland 58

Wetland 58 is an emergent wetland located along the roadway median of I-65. The wetland is confined to the roadside ditch and is entirely within State owned right-of-way. The wetland begins 0.16 mile north of Winding Road and extends south for 110 linear feet before terminating. The wetland derives water from runoff from I-65.

Wetland 58 appears to drain south via a non-jurisdictional roadside ditch. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded within a typical year, it is anticipated to be a waters of the State. Wetland 58 is a Class I NF wetland confined to a roadside ditch wholly within the investigated area. Wetland 58 is entirely within the State owned right-of-way and constructed in mapped upland soils; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Cyperus esculentus* and *Juncus interior* within the herbaceous stratum. Hydrologic indicators included Surface Water (A1) at 0.5 inch, Saturation (A3) at the surface, Algal Mat or Crust (B4), Drainage Patterns (B10), and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 126	0-18	90% 10YR 5/1 with 10% 10YR 5/4 as a concentration in the matrix	Loamy/Clayey

Wetland 58 would be considered PEME under the Cowardin Classification System. Wetland 58 is 0.021 acre and wholly contained within the investigated area. Wetland 58 would be considered a poor quality wetland due to its location in a roadside ditch. A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 126 included in the Appendix B. DP 127 included in Appendix B is representative of the upland areas surrounding Wetland 58. DP 127 lacked the hydrophytic vegetation, hydric soil, and hydrology to be determined a wetland.

3.1.62 Wetland 59

Wetland 59 is an emergent wetland located along the roadway median of I-65. The wetland is confined to the roadside ditch and is entirely within State owned right-of-way. The wetland begins 0.05 mile north of Winding Road and extends north for 145 linear feet before terminating. The wetland derives water from runoff from I-65.

Wetland 59 appears to drain north via a non-jurisdictional roadside ditch. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded within a typical year, it is anticipated to be a waters of the State. Wetland 59 is a Class I NF wetland confined to a roadside ditch wholly within the investigated area. Wetland 59 is entirely within the State owned right-of-way and constructed in mapped upland soils; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Echinochloa crus-galli* within the herbaceous stratum. Hydrologic indicators included Surface Water (A1) at 0.25 inch, Saturation (A3) at the surface, Algal Mat or Crust (B4), and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 128	0-7	100% 10YR 4/2	Loamy/Clayey
	7-18	95% 10YR 5/2 with 5% 10YR 5/6 as a concentration in the matrix	Loamy/Clayey

Wetland 59 would be considered PEME under the Cowardin Classification System. Wetland 59 is 0.020 acre and wholly contained within the investigated area. Wetland 59 would be considered a poor quality wetland due to its location in a roadside ditch and dominance of invasive vegetation (*Echinochloa crus-galli)*. A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 128 included in the Appendix B. DP 129 included in Appendix B is representative of the upland areas surrounding Wetland 59. DP 129 did possess the hydrophytic vegetation and hydric soil but lacked the hydrology to be determined a wetland.

3.1.63 Wetland 60

Wetland 60 is an emergent wetland located within the median of I-65. The wetland is confined to the roadside ditch and is entirely within State owned right of way. The wetland begins 0.67 mile north of SR 160 and extends north for 188 linear feet before terminating. The wetland derives water from runoff from I-65.

Wetland 60 appears to drain south via a non-jurisdictional roadside ditch. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded in a typical year, it is anticipated to be a waters of the State. Wetland 60 is a Class I NF wetland confined to a roadside ditch wholly within the investigated area. Wetland 60 is entirely within the State owned right-of-way and constructed in mapped upland soils; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Echinochloa crus-galli* within the herbaceous stratum. Hydrologic indicators included Saturation (A3) at 3 inches deep, Inundation Visible on Aerial Imagery (B7), and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 130	0-18	90% 10YR 4/1 with 10% 10YR 4/6 as a concentration in the matrix	Loamy/Clayey

Wetland 60 would be considered PEME under the Cowardin Classification System. Wetland 60 is 0.041 acre and wholly contained within the investigated area. Wetland 60 would be considered a poor quality wetland due to its location in a roadside ditch and dominance of invasive vegetation (*Echinochloa crus-galli*). A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 130 included in the Appendix B. DP 131 included in Appendix B is representative of the upland areas surrounding Wetland 60. DP 131 lacked the hydrophytic vegetation, hydric soil, and hydrology to be determined a wetland.

3.1.64 Wetland 61

Wetland 61 is an emergent wetland located within the median of I-65. The wetland is confined to the roadside ditch and is entirely within State owned right of way. The wetland begins approximately 0.14 mile north of SR 160 and extends north for 126 linear feet before terminating. The wetland derives water from runoff from I-65.

Wetland 61 appears to drain south via a non-jurisdictional roadside ditch. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded in a typical year, it is anticipated to be a waters of the State. Wetland 61 is a Class I NF wetland confined to a roadside ditch wholly within the investigated area. Wetland 61 is entirely within the State owned right-of-way and constructed in mapped upland soils; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Echinochloa crus-galli* and *Cyperus esculentus* within the herbaceous stratum. Hydrologic indicators included Saturation (A3) at 7 inches and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 132	0-6	96% 10YR 4/2 with 4% 10YR 5/6 as a concentration in the matrix	Loamy/Clayey
	6-18	90% 10YR 4/1 with 10% 10YR 5/6 as a concentration in the matrix	Loamy/Clayey

Wetland 61 would be considered PEME under the Cowardin Classification System. Wetland 61 is 0.033 acre and wholly contained within the investigated area. Wetland 61 would be considered a poor quality wetland due to its location in a roadside ditch and dominance of invasive vegetation (*Echinochloa crus-galli* and *Cyperus esculentus*). A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 132 included in the Appendix B. DP 133 included in Appendix B is representative of the upland areas surrounding Wetland 61. DP 133 did possess the hydric soil, but lacked the hydrophytic vegetation and hydrology to be determined a wetland.

3.1.65 Wetland 62

Wetland 62 is an emergent wetland located along the roadway median of I-65. The wetland is confined to the roadside ditch and is entirely within State owned right-of-way. The wetland begins 0.32 mile south of SR 160 and extends south for 155 linear feet before terminating. The wetland derives water from runoff from I-65.

Wetland 62 appears to drain south via a non-jurisdictional roadside ditch. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded within a typical year, it is anticipated to be a waters of the State. Wetland 62 is a Class I NF wetland confined to a roadside ditch wholly within the investigated area. Wetland 62 is entirely within the State owned right-of-way and constructed in mapped upland soils; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Panicum virgatum* and *Cyperus esculentus* within the herbaceous stratum. Hydrologic indicators included Saturation (A3) at 1 inch, Drift Deposits (B3), and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Below Dark Surface (A11), Depleted Matrix (F3), and Redox Dark Surface (F6). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 134	0-6	95% 10YR 3/2 with 5% 10YR 3/6 as a concentration in the matrix	Loamy/Clayey
	6-18	90% 10YR 542 with 10% 7.5R 4/4 as a concentration in the matrix	Loamy/Clayey

Wetland 62 would be considered PEME under the Cowardin Classification System. Wetland 62 is 0.030 acre and wholly contained within the investigated area. Wetland 62 would be considered a poor quality wetland due to its location in a roadside ditch. A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 134 included in

the Appendix B. DP 135 included in Appendix B is representative of the upland areas surrounding Wetland 62. DP 135 did possess hydric soil and hydrophytic vegetation, but lacked the hydrology to be determined a wetland.

3.1.66 Wetland 63

Wetland 63 is an emergent wetland located along the northbound lanes of I-65. The wetland begins 0.25 mile south of Blue Lick Creek and extends north for 180 linear feet before terminating. Wetland 63 extends south out of the investigated area. The wetland derives water from runoff from I-65.

Wetland 63 appears to drain north via a non-jurisdictional roadside ditch. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded within a typical year, it is anticipated to be a waters of the State. Wetland 63 is a Class I NF wetland confined to a roadside ditch extending beyond the investigated area. Wetland 63 is entirely within the State owned right-of-way and constructed in mapped hydric soils; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Cyperus esculentus* and *Carex atherodes* within the herbaceous stratum. Hydrologic indicators included High Water Table (A2) at 8 inches, Saturation (A3) at 6 inches, Drainage Patterns (B10), Crayfish Burrows (C8), and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 136	0-18	90% 10YR 5/1 with 10% 10YR 4/6 as a concentration in the matrix	Loamy/Clayey

Wetland 63 would be considered PEME under the Cowardin Classification System. Wetland 63 is 0.218 acre and extends beyond the investigated area. Wetland 63 would be considered a poor quality wetland due to its location in a roadside ditch. A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 136 included in the Appendix B. DP 137 included in Appendix B is representative of the upland areas surrounding Wetland 63. DP 137 did possess the hydric soil but lacked the hydrophytic vegetation and hydrology to be determined a wetland.

3.1.67 Wetland 64

Wetland 64 is an emergent wetland located along the northbound lanes of I-65. The wetland is confined to the roadside ditch and is entirely within State owned right-of-way. The wetland is located 0.57 mile north of Biggs Road extends north for 45 linear feet before terminating. The wetland derives water from runoff from I-65.

Wetland 64 appears to drain south via a non-jurisdictional maintenance pipe. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded within a typical year, it is anticipated to be a waters of the State. Wetland 64 is a Class I NF wetland confined to a roadside ditch wholly within the investigated area. Wetland 64 is entirely within the State owned right-of-way and constructed in mapped upland soils; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Leersia oryzoides* within the herbaceous stratum. Hydrologic indicators included High Water Table (A2) at 4 inches, Saturation (A3) at the surface, Sediment Deposits (B2), Iron Deposits (B5), Water-Stained Leaves (B9), and FAC-Neutral Test (D5). Hydric soil indicators included Redox Dark Surface (F6). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 138	0-18	95% 10YR 3/1 with 5% 10YR 5/6 as a concentration in the matrix	Loamy/Clayey

Wetland 64 would be considered PEME under the Cowardin Classification System. Wetland 64 is 0.013 acre and wholly contained within the investigated area. Wetland 64 would be considered a poor quality wetland due to its location in a roadside ditch. A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 138 included in the Appendix B. DP 139 included in Appendix B is representative of the upland areas surrounding Wetland 64. DP 139 lacked the hydrophytic vegetation, hydric soil, and hydrology to be determined a wetland.

3.1.68 Wetland 65

Wetland 65 is a forested wetland located along the northbound lanes of I-65. The wetland extends east beyond the State owned right-of-way. The wetland is located in a low lying area within the active floodplain on the right bank of Caney Fork approximately 0.70 mile north of Biggs Road. The wetland derives water from Caney Fork.

Wetland 65 directly abuts Caney Fork (a perennial stream), which drains to Miller Fork, which drains to Grain Run, which drains to Silver Creek, a TNW. Therefore, it is anticipated Wetland 65 would be considered a water of the US.

The dominant vegetation consisted of *Platanus occidentalis* within the tree stratum; *Ulmus rubra*, *Fraxinus pennsylvanica,* and *Juglans nigra* within the sapling/shrub stratum; and *Solidago gigantea, Rudbeckia laciniata, Microstegium vimineum,* and *Glechoma hederacea* within the herbaceous stratum. Hydrologic indicators included Drift Deposits (B3), Drainage Patterns (B10), and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 140	0-7	100% 10YR 4/2	Loamy/Clayey
	7-18	95% 10YR 4/1 with 5% 10YR 5/8 as a concentration in the matrix	Loamy/Clayey

Wetland 65 would be considered PFO1E under the Cowardin Classification System. Wetland 65 is 0.033 acre and extends beyond the investigated area. Wetland 65 would be considered a poor quality wetland due to its dominance of invasive species (*Microstegium vimineum* and *Glechoma hederacea)*. For reference to field

data collected for this wetland see DP 140 included in the Appendix B. DP 141 included in Appendix B is representative of the upland areas surrounding Wetland 65. DP 141 lacked the hydrophytic vegetation, hydric soil, and hydrology to be determined a wetland.

3.1.69 Wetland 66

Wetland 66 is an emergent wetland located along the northbound lanes of I-65. The wetland is confined to the roadside ditch and is entirely within State owned right-of-way. The wetland is located 0.05 mile north of Caney Fork and extends north for 770 linear feet before terminating. The wetland derives water from runoff from I-65.

Wetland 66 appears to drain south via a non-jurisdictional roadside ditch. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded within a typical year, it is anticipated to be a waters of the State. Wetland 66 is a Class I NF wetland confined to a roadside ditch wholly within the investigated area. Wetland 66 is entirely within the State owned right-of-way and constructed in mapped upland soils; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Typha latifolia* within the herbaceous stratum. Hydrologic indicators included High Water Table (A2) at 4 inches, Saturation (A3) at the surface, Sediment Deposits (B2), and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 142	0-6	95% 10YR 5/1 with 5% 10YR 4/6 as a concentration in the matrix	Loamy/Clayey
	6-18	95% 10YR 6/1 with 5% 10YR 5/8 as a concentration in the matrix	Loamy/Clayey

Wetland 66 would be considered PEME under the Cowardin Classification System. Wetland 66 is 0.136 acre and wholly contained within the investigated area. Wetland 66 would be considered a poor quality wetland due to its location in a roadside ditch and dominance of invasive vegetation (*Typha latifolia*). A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 142 included in the Appendix B. DP 143 included in Appendix B is representative of the upland areas surrounding Wetland 66. DP 143 did possess the hydrophytic vegetation but lacked the hydric soil and hydrology to be determined a wetland.

3.1.70 Wetland 67

Wetland 67 is an emergent wetland located along the northbound lanes of I-65. The wetland is confined to the roadside ditch and is entirely within State owned right-of-way. The wetland is located 0.21 mile north of Caney Fork and extends north for 950 linear feet before terminating. The wetland derives water from runoff from I-65.

Wetland 67 appears to drain south via a non-jurisdictional rock chute. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded within a typical year, it is anticipated to be a waters of the State. Wetland 67 is a Class I NF wetland confined to a roadside ditch wholly within the investigated area. Wetland 67 is entirely within the State owned right-of-way and constructed in mapped upland soils; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Echinochloa crus-galli* within the herbaceous stratum. Hydrologic indicators included High Water Table (A2) at 5 inches, Saturation (A3) at the surface, Drainage Patterns (B10), and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 144	0-8	97% 2.5YR 4/2 with 3% 10YR 4/4 as a concentration in the matrix	Loamy/Clayey
	8-18	90% 2.5YR 5/2 with 10% 10YR 5/6 as a concentration in the matrix	Loamy/Clayey

Wetland 67 would be considered PEME under the Cowardin Classification System. Wetland 67 is 0.099 acre and wholly contained within the investigated area. Wetland 67 would be considered a poor quality wetland due to its location in a roadside ditch and dominance of invasive vegetation (*Echinochloa crus-galli).* A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 144 included in the Appendix B. DP 145 included in Appendix B is representative of the upland areas surrounding Wetland 67. DP 145 lacked the hydrophytic vegetation, hydric soil, and hydrology to be determined a wetland.

3.1.71 Wetland 68

Wetland 68 is an emergent wetland located along the northbound lanes of I-65. The wetland is confined to the roadside ditch and is entirely within State owned right-of-way. The wetland is located 1.18 miles south of SR 160 and extends north for 1,640 linear feet before terminating at the crossing of Henry Brook. The wetland derives water from runoff from I-65.

Wetland 68 directly abuts Henry Brook (an intermittent stream), which drains to Miller Fork, which drains to Grain Run, which drains to Silver Creek, a TNW. Therefore, it is anticipated Wetland 68 would be considered a water of the US.

The dominant vegetation consisted of *Paspalum floridanum* and *Juncus effusus* within the herbaceous stratum. Hydrologic indicators included High Water Table (A2) at 4 inches, Saturation (A3) at the surface, and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 146	0-7	97% 10YR 4/2 with 3% 10YR 4/4 as a concentration in the matrix	Loamy/Clayey
	7-18	97% 10YR 5/2 with 3% 10YR 5/6 as a concentration in the matrix	Loamy/Clayey

Wetland 68 would be considered PEME under the Cowardin Classification System. Wetland 68 is 0.322 acre and wholly contained within the investigated area. Wetland 68 would be considered a poor quality wetland due to its location in a roadside ditch. A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 146 included in the Appendix B. DP 147 included in Appendix B is representative of the upland areas surrounding Wetland 68. DP 147 did possess the hydric soil but lacked the hydrophytic vegetation and hydrology to be determined a wetland.

3.1.72 Wetland 69

Wetland 69 is an emergent wetland located along the northbound lanes of I-65. The wetland is associated with the floodplain of Henry Brook and is entirely within State owned right-of-way. The wetland is located 0.68 mile south of SR 160 and extends north for 110 linear feet before terminating. The wetland derives water from runoff from I-65 and the floodplain of Henry Brook.

Wetland 69 directly abuts Henry Brook (an intermittent stream), which drains to Miller Fork, which drains to Grain Run, which drains to Silver Creek, a TNW. Therefore, it is anticipated Wetland 68 would be considered a water of the US.

The dominant vegetation consisted of *Fraxinus pennsylvanica* within the sapling/shrub stratum and *Bidens aristosa* within the herbaceous stratum. Although the wetland included saplings/shrubs this was not a dominant component of the absolute cover of the wetland. Hydrologic indicators included Drift Deposits (B3), Drainage Patterns (B10), and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 148	0-5	100% 10YR 4/2	Loamy/Clayey
	5-18	95% 10YR 5/2 with 5% 10YR 5/4 as a concentration in the matrix	Loamy/Clayey

Wetland 69 would be considered PEME under the Cowardin Classification System. Wetland 69 is 0.048 acre and wholly contained within the investigated area. Wetland 69 would be considered a poor quality wetland due to its location in a roadside ditch. A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 148 included in the Appendix B. DP 149 included in Appendix B is representative of the upland areas surrounding Wetland 69. DP 149 lacked the hydrophytic vegetation, hydric soil, and hydrology to be determined a wetland.

3.1.73 Wetland 70

Wetland 70 is an emergent wetland located along the northbound lanes of I-65. The wetland is confined to the roadside ditch and is entirely within State owned right-of-way. The wetland is located 0.50 mile south of SR 160 and extends north for 178 linear feet before terminating. The wetland derives water from runoff from I-65.

Wetland 70 appears to drain south via a non-jurisdictional roadside ditch. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded within a typical year, it is anticipated to be a waters of the State. Wetland 70 is a Class I NF located within mapped upland soils.

Wetland 70 is a Class I NF wetland confined to a roadside ditch wholly within the investigated area. Wetland 70 is entirely within the State owned right-of-way and constructed in mapped upland soils; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Fraxinus pennsylvanica* within the sapling/shrub stratum and *Typha latifolia* within the herbaceous stratum. Although the wetland included sapling/shrubs this was not a dominant component of the absolute cover of the wetland. Hydrologic indicators included High Water Table (A2) at 0.5 inch, Saturation (A3) at the surface, Water-Stained Leaves (B9), and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 150	0-3	100% 10YR 4/2	Loamy/Clayey
	3-18	95% 10YR 5/2 with 5% 10YR 5/6 as a concentration in the matrix	Loamy/Clayey

Wetland 70 would be considered PEME under the Cowardin Classification System. Wetland 70 is 0.023 acre and wholly contained within the investigated area. Wetland 70 would be considered a poor quality wetland due to its location in a roadside ditch and dominance of invasive vegetation (*Typha latifolia).* A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 150 included in the Appendix B. DP 151 included in Appendix B is representative of the upland areas surrounding Wetland 70. DP 151 lacked the hydrophytic vegetation, hydric soil, and hydrology to be determined a wetland.

3.1.74 Wetland 71

Wetland 71 is an emergent wetland located in the southeast quadrant the I-65 and SR 160 overpass. The wetland is confined to the roadside ditch and is entirely within State owned right-of-way. The wetland begins 0.02 mile south of SR 160 and extends south for 488 linear feet before terminating. The wetland derives water from runoff from I-65.

Wetland 71 appears to drain south via a non-jurisdictional roadside ditch. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded within a typical year, it is anticipated to be a waters of the State. Wetland 71 is a Class I NF wetland confined to a roadside ditch wholly within the

investigated area. Wetland 71 is entirely within the State owned right-of-way and constructed in mapped upland soils; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Typha latifolia* within the herbaceous stratum. Hydrologic indicators included High Water Table (A2) at 6 inches, Saturation (A3) at the surface, and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 152	0-6	95% 10YR 5/2 with 5% 7.5YR 4/6 as a concentration in the matrix	Loamy/Clayey
	6-18	95% 10YR 6/2 with 5% 10YR 6/6 as a concentration in the matrix	Loamy/Clayey

Wetland 71 would be considered PEME under the Cowardin Classification System. Wetland 71 is 0.114 acre and wholly contained within the investigated area. Wetland 71 would be considered a poor quality wetland due to its location in a roadside ditch and dominance of invasive vegetation (*Typha latifolia).* A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 152 included in the Appendix B. DP 153 included in Appendix B is representative of the upland areas surrounding Wetland 71. DP 153 lacked the hydrophytic vegetation, hydric soil, and hydrology to be determined a wetland.

3.1.75 Wetland 72

Wetland 72 is an emergent wetland located along the northbound lanes of I-65. The wetland is confined to the roadside ditch and is entirely within State owned right-of-way. The wetland is located 0.24 mile north of SR 160 and extends north for 80 linear feet before terminating. The wetland derives water from runoff from I-65.

Wetland 72 appears to drain north via a non-jurisdictional roadside ditch. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded within a typical year, it is anticipated to be a waters of the State. Wetland 72 is a Class I NF wetland confined to a roadside ditch wholly within the investigated area. Wetland 72 is entirely within the State owned right-of-way and constructed in mapped upland soils; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Leersia oryzoides*, *Typha latifolia,* and *Juncus effusus* within the herbaceous stratum. Hydrologic indicators included Saturation (A3) at 6 inches, Drainage Patterns (B10), and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 154	0-4	90% 10YR 4/2 with 10% 10YR 4/6 as a concentration in the matrix	Loamy/Clayey
	4-18	90% 10YR 5/1 with 10% 10YR 5/6 as a concentration in the matrix	Loamy/Clayey

Wetland 72 would be considered PEME under the Cowardin Classification System. Wetland 72 is 0.013 acre and wholly contained within the investigated area. Wetland 72 would be considered a poor quality wetland due to its location in a roadside ditch and dominance of invasive vegetation (*Typha latifolia).* A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 154 included in the Appendix B. DP 155 included in Appendix B is representative of the upland areas surrounding Wetland 72. DP 155 did possess the hydrophytic vegetation but lacked the hydric soil and hydrology to be determined a wetland.

3.1.76 Wetland 73

Wetland 73 is an emergent wetland located along the northbound lanes of I-65. The wetland is confined to the roadside ditch and is entirely within State owned right-of-way. The wetland is located 0.45 mile north of SR 160 and extends north for 132 linear feet before terminating. The wetland derives water from runoff from I-65.

Wetland 73 appears to drain south via a non-jurisdictional roadside ditch. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded within a typical year, it is anticipated to be a waters of the State. Wetland 73 is a Class I NF wetland confined to a roadside ditch wholly within the investigated area. Wetland 73 is entirely within the State owned right-of-way and constructed in mapped upland soils; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Echinochloa crus-galli* within the herbaceous stratum. Hydrologic indicators included High Water Table (A2) at the surface, Saturation (A3) at the surface, and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 156	0-18	95% 10YR 4/1 with 5% 10YR 5/6 as a concentration in the matrix	Loamy/Clayey

Wetland 73 would be considered PEME under the Cowardin Classification System. Wetland 73 is 0.015 acre and wholly contained within the investigated area. Wetland 73 would be considered a poor quality wetland due to its location in a roadside ditch and dominance of invasive vegetation (*Echinochloa crus-galli).* A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 156 included in the Appendix B. DP 157 included in Appendix

B is representative of the upland areas surrounding Wetland 73. DP 157 lacked the hydrophytic vegetation, hydric soil, and hydrology to be determined a wetland.

3.1.77 Wetland 74

Wetland 74 is an emergent wetland located along the northbound lanes of I-65. The wetland is entirely within State owned right-of-way. The wetland is located 0.48 mile south of Brownstown Road. The wetland derives water from runoff from I-65 and UNT 3 to Miller Fork.

Wetland 74 directly abuts UNT 3 to Miller Fork (an intermittent stream), which drains to Miller Fork, which drains to Grain Run, which drains to Silver Creek, a TNW. Therefore, it is anticipated Wetland 74 would be considered a water of the US.

The dominant vegetation consisted of *Salix nigra* within the sapling/shrub stratum and *Glyceria striata* and *Leersia oryzoides* within the herbaceous stratum. Although the wetland included sapling/shrubs this was not a dominant component of the absolute cover of the wetland. Hydrologic indicators included Surface Water (A1) at 1 inch and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 158	0-18	100% 10YR 5/1	Loamy/Clayey

Wetland 74 would be considered PEME under the Cowardin Classification System. Wetland 74 is 0.014 acre and wholly contained within the investigated area. Wetland 74 would be considered a poor quality wetland due to its location in a roadside ditch. For reference to field data collected for this wetland see DP 158 included in the Appendix B. DP 159 included in Appendix B is representative of the upland areas surrounding Wetland 74. DP 159 lacked the hydrophytic vegetation, hydric soil, and hydrology to be determined a wetland.

3.1.78 Wetland 75

Wetland 75 is an emergent wetland located along the northbound lanes of I-65. The wetland is confined to the roadside ditch and is entirely within State owned right-of-way. The wetland begins approximately 0.2 mile south of Brownstown Road and extends north for 259 linear feet before terminating approximately 0.2 mile south of Brownstown Road. The wetland derives water from runoff from I-65.

Wetland 75 appears to drain north via a non-jurisdictional roadside ditch. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded within a typical year, it is anticipated to be a waters of the State. Wetland 75 is a Class I NF wetland confined to a roadside ditch wholly within the investigated area. Wetland 75 is entirely within the State owned right-of-way and constructed in mapped upland soils; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Scirpus atrovirens* and *Poa pratensis* within the herbaceous stratum. Hydrologic indicators included Surface Soil Cracks (B6), Drainage Patterns (B10), and FAC-Neutral Test (D5). Hydric soil indicators included Redox Dark Surface (F6). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 160	0-6	97% 10YR 3/1 with 3% 10YR 5/4 as a concentration in the matrix	Loamy/Clayey

*Restrictive concrete pavement layer at 6 inches

Wetland 75 would be considered PEME under the Cowardin Classification System. Wetland 75 is 0.022 acre and wholly contained within the investigated area. Wetland 76 would be considered a poor quality wetland due to its location in a roadside ditch. A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 160 included in the Appendix B. DP 161 included in Appendix B is representative of the upland areas surrounding Wetland 75. DP 161 lacked the hydrophytic vegetation, hydric soil, and hydrology to be determined a wetland.

3.1.79 Wetland 76

Wetland 76 is a forested wetland located along the northbound lanes of I-65. The wetland is located within a depressional area approximately 0.1 mile south of Brownstown Road and extends outside State owned right-of-way. The wetland derives water from runoff from I-65.

Wetland 76 is likely flooded within a typical year by Miller Fork, an intermittent stream. Therefore, it is anticipated Wetland 76 would be considered a water of the US.

Wetland 76 had problematic hydrophytic vegetation due to being a sparsely vegetated concave surface. Hydrologic indicators included Sparsely Vegetated Concave Surface (B8), Water-Stained Leaves (B9), and Geomorphic Position (D2). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 162	0-10	95% 10YR 4/1 with 5% 10YR 4/6 as a concentration in the matrix	Loamy/Clayey
	10-18	90% 10YR 6/1 with 10% 10YR 5/6 as a concentration in the matrix	Loamy/Clayey

Wetland 76 would be considered PFO1E under the Cowardin Classification System. Wetland 76 is 0.023 acre and extends east beyond the investigated area. Wetland 76 would be considered a poor quality wetland due to its deriving water from roadside runoff. A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 162 included in the Appendix B. DP 163 included in Appendix B is representative of the upland areas surrounding Wetland

76. DP 163 did possess hydric soil but lacked the hydrophytic vegetation and hydrology to be determined a wetland.

3.1.80 Wetland 77

Wetland 77 is an emergent wetland located along the westbound lane of Brownstown Road. The wetland is located within a depressional area adjacent to a drive and roadside ditch in the northeast quadrant of the I-65 and Brownstown Road overpass and extends out of State owned right-of-way. The wetland derives water from runoff from Brownstown Road.

Wetland 77 appears to drain southeast via a non-jurisdictional roadside ditch. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded within a typical year, it is anticipated to be a waters of the State. Wetland 77 is a Class I NF wetland located within mapped upland soils. The wetland extends north beyond the State owned right-of-way and investigated area. As the wetland extends beyond the State owned right-of-way into adjacent residential land, Wetland 77 is not likely eligible for State exemptions under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Scirpus atrovirens* within the herbaceous stratum. Hydrologic indicators included Algal Mat or Crust (B4), Geomorphic Position (D2), and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 164	0-8	90% 10YR 4/1 with 10% 5YR 3/4 as a concentration in the matrix	Loamy/Clayey
	8-18	75% 10YR 5/1 with 25% 10YR 5/6 as a concentration in the matrix	Loamy/Clayey

Wetland 77 would be considered PEME under the Cowardin Classification System. Wetland 77 is 0.003 acre and extends beyond the investigated area. Wetland 77 would be considered a poor quality wetland due to its association with a roadside ditch. A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 164 included in the Appendix B. DP 165 included in Appendix B is representative of the upland areas surrounding Wetland 77. DP 165 did possess hydric soil but lacked the hydrophytic vegetation and hydrology to be determined a wetland.

3.1.81 Wetland 78

Wetland 78 is an emergent wetland located along the northbound lanes of I-65. The wetland is located within a depressional area at the confluence of two roadside ditches adjacent to the rest area. Wheel Run appears to be conveyed via a maintenance pipe through this location; however a continuous defined bed and bank or OHWM was not observed during the site reconnaissance. Based upon the aerial photography, Wheel Run appears to re-establish a defined bed and bank and OHWM east of the investigated area. Wetland 78 is entirely within State owned right-of-way. The wetland derives water from runoff from I-65 and the northbound rest area ramps.

Wetland 78 abuts Wheel Run (an intermittent stream), which drains to Mill Branch, which drains to Miller Fork, which drains to Grain Run, which drains to Silver Creek, a TNW. Therefore, it is anticipated Wetland 78 would be considered a water of the US.

The dominant vegetation consisted of *Juncus effusus* and *Leersia oryzoides* within the herbaceous stratum. Hydrologic indicators included Saturation (A3) at 5 inches, Drainage Patterns (B10), and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 166	0-7	90% 10YR 4/1 with 10% 10YR 3/6 as a concentration in the matrix	Loamy/Clayey

*Restrictive riprap layer at 7 inches

Wetland 78 would be considered PEME under the Cowardin Classification System. Wetland 78 is 0.009 acre and wholly contained within the investigated area. Wetland 78 would be considered a poor quality wetland due to its association with a roadside ditch. A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 166 included in the Appendix B. DP 167 included in Appendix B is representative of the upland areas surrounding Wetland 78. DP 167 lacked the hydrophytic vegetation, hydric soil, and hydrology to be determined a wetland.

3.1.82 Wetland 79

Wetland 79 is an emergent wetland located along the northbound lanes of I-65. The wetland is confined to the roadside ditch and is entirely within State owned right-of-way. The wetland begins approximately 1.3 mile south of Liberty Knob Road and extends north for 97 linear feet before terminating approximately 1.3 mile south of Liberty Knob Road. The wetland derives water from runoff from I-65.

Wetland 79 appears to drain north via a non-jurisdictional roadside ditch. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded within a typical year, it is anticipated to be a waters of the State. Wetland 79 is a Class I NF wetland confined to a roadside ditch wholly within the investigated area. Wetland 79 is entirely within the State owned right-of-way and constructed in mapped upland soils; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Cyperus esculentus, Juncus effusus,* and *Echinochloa crus-galli* within the herbaceous stratum. Hydrologic indicators included Surface Soil Cracks (B6), Drainage Patterns (B10), and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 168	0-4	95% 10YR 5/2 with 5% 10YR 7/8 as a concentration in the matrix	Loamy/Clayey
	4-18	85% 10YR 7/1 with 15% 10YR 7/8 as a concentration in the matrix	Loamy/Clayey

Wetland 79 would be considered PEME under the Cowardin Classification System. Wetland 79 is 0.009 acre and wholly contained within the investigated area. Wetland 79 would be considered a poor quality wetland due to its location in a roadside ditch and dominance of invasive vegetation (*Cyperus esculentus* and *Echinochloa crus-galli*). A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 168 included in the Appendix B. DP 169 included in Appendix B is representative of the upland areas surrounding Wetland 169. DP 169 lacked the hydrophytic vegetation, hydric soil, and hydrology to be determined a wetland.

3.1.83 Wetland 80

Wetland 80 is an emergent wetland located along the northbound lanes of I-65. The wetland is located within a depressional area associated with the roadside ditch approximately 1.0 mile south of Liberty Knob Road and is entirely within State owned right-of-way. The wetland derives water from runoff from I-65.

Wetland 80 appears to drain north via a non-jurisdictional roadside ditch. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded within a typical year, it is anticipated to be a waters of the State. Wetland 80 is a Class I NF wetland wholly within the investigated area and entirely within State owned right-of-way; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Leersia oryzoides* within the herbaceous stratum. Hydrologic indicators included Drainage Patterns (B10) and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 170	0-2	100% 10YR 4/3	Loamy/Clayey
	2-18	85% 10YR 5/1 with 15% 10YR 5/6 as a concentration in the matrix	Loamy/Clayey

Wetland 80 would be considered PEME under the Cowardin Classification System. Wetland 80 is 0.004 acre and wholly contained within the investigated area. Wetland 80 would be considered a poor quality wetland due to its association with a roadside ditch. A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 170 included in the Appendix B. DP 171 included in Appendix B is representative of the upland areas surrounding Wetland 80. DP 171 did possess hydrophytic vegetation but lacked the hydric soil and hydrology to be determined a wetland.

3.1.84 Wetland 81

Wetland 81 is an emergent wetland located along the northbound lanes of I-65. The wetland is located within a depressional area associated with the roadside ditch approximately 0.8 mile south of Liberty Knob Road and is entirely within State owned right-of-way. The wetland derives water from runoff from I-65.

Wetland 81 appears to drain south via a non-jurisdictional roadside ditch. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded within a typical year, it is anticipated to be a waters of the State. Wetland 81 is a Class I NF wetland located within mapped upland soils and entirely within State owned right-of-way; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Juncus effusus* and *Juncus torreyi* within the herbaceous stratum. Hydrologic indicators included Surface Water (A1) at 3 inches deep, High Water Table (A2) at the surface, Saturation (A3) at the surface, Drainage Patterns (B10), and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Below Dark Surface (A11) and Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 172	0-1	100% 10YR 2/1	Loamy/Clayey
	1-7	90% 10YR 5/1 with 10% 10YR 6/8 as a concentration in the matrix	Loamy/Clayey
	7-18	80% 10YR 7/1 with 20% 10YR 6/8 as a concentration in the matrix	Loamy/Clayey

Wetland 81 would be considered PEME under the Cowardin Classification System. Wetland 81 is 0.005 acre and wholly contained within the investigated area. Wetland 81 would be considered a poor quality wetland due to its association with the roadside ditch. A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 172 included in the Appendix B. DP 173 included in Appendix B is representative of the upland areas surrounding Wetland 81. DP 173 did possess hydric soil but lacked the hydrophytic vegetation and hydrology to be determined a wetland.

3.1.85 Wetland 82

Wetland 82 is an emergent wetland located along the northbound lanes of I-65. The wetland is confined to the roadside ditch and is entirely within State owned right-of-way. The wetland begins approximately 0.1 mile south of Liberty Knob Road and extends north for 422 linear feet before terminating approximately 0.1 mile south of Liberty Knob Road. The wetland derives water from runoff from I-65.

Wetland 82 appears to drain north via a non-jurisdictional roadside ditch. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded within a typical year, it is anticipated to be a waters of the State. Wetland 82 is a Class I NF wetland confined to a roadside ditch wholly within the

investigated area. Wetland 82 is entirely within the State owned right-of-way and constructed in mapped upland soils; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Leersia oryzoides* and *Juncus effusus* within the herbaceous stratum. Hydrologic indicators included Drainage Patterns (B10) and FAC-Neutral Test (D5). Hydric soil indicators included Sandy Redox (S5). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 174	0-5	100% 10YR 5/3	Sandy
	5-18	95% 10YR 6/2 with 5% 10YR 7/8 as a concentration in the matrix	Sandy

Wetland 82 would be considered PEME under the Cowardin Classification System. Wetland 82 is 0.039 acre and wholly contained within the investigated area. Wetland 82 would be considered a poor quality wetland due to its location in a roadside ditch. A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 174 included in the Appendix B. DP 175 included in Appendix B is representative of the upland areas surrounding Wetland 82. DP 175 did possess hydric soil but lacked the hydrophytic vegetation and hydrology to be determined a wetland.

3.1.86 Wetland 83

Wetland 83 is an emergent wetland located along the northbound lanes of I-65. The wetland is confined to the roadside ditch and is entirely within State owned right-of-way. The wetland begins approximately 0.05 mile south of Liberty Knob Road and extends north for 182 linear feet before terminating approximately 0.01 mile south of Liberty Knob Road. The wetland derives water from runoff from I-65 and from a maintenance pipe at the northern end of the wetland that conveys water underneath I-65.

Wetland 83 appears to drain south via a non-jurisdictional roadside ditch. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded within a typical year, it is anticipated to be a waters of the State. Wetland 83 is a Class I NF wetland confined to a roadside ditch wholly within the investigated area. Wetland 83 is entirely within the State owned right-of-way and constructed in mapped upland soils; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Juncus effusus* within the herbaceous stratum. Hydrologic indicators included Drainage Patterns (B10) and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 176	0-6	100% 10YR 5/2	Loamy/Clayey
	6-18	70% 10YR 5/2 with 30% 10YR 6/8 as a concentration in the matrix	Loamy/Clayey

Wetland 83 would be considered PEME under the Cowardin Classification System. Wetland 83 is 0.015 acre and wholly contained within the investigated area. Wetland 83 would be considered a poor quality wetland due to its location in a roadside ditch. A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 176 included in the Appendix B. DP 177 included in Appendix B is representative of the upland areas surrounding Wetland 83. DP 177 did possess hydric soil but lacked the hydrophytic vegetation and hydrology to be determined a wetland.

3.1.87 Wetland 84

Wetland 84 is an emergent wetland located along the northbound lanes of I-65. The wetland is confined to the roadside ditch and is entirely within State owned right-of-way. The wetland begins approximately 0.01 mile north of Liberty Knob Road and extends north for 201 linear feet before terminating approximately 0.05 mile north of Liberty Knob Road. The wetland derives water from runoff from I-65.

Wetland 84 appears to drain north via a non-jurisdictional roadside ditch. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded within a typical year, it is anticipated to be a waters of the State. Wetland 84 is a Class I NF wetland confined to a roadside ditch wholly within the investigated area. Wetland 84 is entirely within the State owned right-of-way and constructed in mapped upland soils; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Cyperus esculentus* and *Echinochloa crus-galli* within the herbaceous stratum. Hydrologic indicators included Surface Soil Cracks (B6), Drainage Patterns (B10), Crayfish Burrows (C8), and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Below Dark Surface (A11) and Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 178	0-5	100% 10YR 3/2	Loamy/Clayey
	5-18	80% 10YR 5/1 with 20% 10YR 5/8 as a concentration in the matrix	Loamy/Clayey

Wetland 84 would be considered PEME under the Cowardin Classification System. Wetland 84 is 0.020 acre and wholly contained within the investigated area. Wetland 84 would be considered a poor quality wetland due to its location in a roadside ditch and dominance of invasive vegetation (*Cyperus esculentus* and *Echinochloa crus-galli*). A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 178 included in the Appendix B. DP 179 included in Appendix B is representative of the upland areas surrounding Wetland 84. DP 179 did possess hydric soil but lacked the hydrophytic vegetation and hydrology to be determined a wetland.

3.1.88 Wetland 85

Wetland 85 is an emergent wetland located along the northbound lanes of I-65. The wetland is confined to the roadside ditch and is entirely within State owned right-of-way. The wetland begins approximately 0.2

mile north of Liberty Knob Road and extends north for 217 linear feet before terminating approximately 0.3 mile north of Liberty Knob Road. The wetland derives water from runoff from I-65.

Wetland 85 appears to drain north via a non-jurisdictional roadside ditch. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded within a typical year, it is anticipated to be a waters of the State. Wetland 85 is a Class I NF wetland confined to a roadside ditch wholly within the investigated area. Wetland 85 is entirely within the State owned right-of-way and constructed in mapped upland soils; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Juncus effusus* within the herbaceous stratum. Hydrologic indicators included Drainage Patterns (B10) and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 180	0-3	100% 10YR 4/3	Loamy/Clayey
	3-6	100% 10YR 5/2	Loamy/Clayey
	6-18	75% 10YR 6/1 and 25% 10YR 5/8 as a concentration in the matrix	Loamy/Clayey

Wetland 85 would be considered PEME under the Cowardin Classification System. Wetland 85 is 0.024 acre and wholly contained within the investigated area. Wetland 85 would be considered a poor quality wetland due to its location in a roadside ditch. A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 180 included in the Appendix B. DP 181 included in Appendix B is representative of the upland areas surrounding Wetland 85. DP 181 did possess hydric soil but lacked the hydrophytic vegetation and hydrology to be determined a wetland.

3.1.89 Wetland 86

Wetland 86 is a scrub-shrub wetland located along the northbound lanes of I-65. The wetland is located within a depressional area approximately 0.3 mile north of Liberty Knob Road that is associated with the roadside ditch and a UNT to Underwood Run that is immediately adjacent to the wetland outside of the investigated area and State owned right of way. The wetland extends out of State owned right-of-way and makes confluence with a UNT to Underwood Run outside of the investigated area. The wetland derives water from runoff from I-65 and from a maintenance pipe at the northern end of the wetland that conveys water underneath I-65.

Wetland 86 directly abuts a UNT to Underwood Run outside of the investigated area, which drains to Underwood Run, which drains to Pigeon Roost Creek, which drains to Stucker Fork, which drains to the Muscatatuck River, a TNW. Therefore, it is anticipated Wetland 86 would be considered a water of the US.

The dominant vegetation consisted of *Fraxinus pennsylvanica* and *Diospyros virginiana* within the sapling/shrub stratum; and *Leersia oryzoides* and *Carex hystericina* within the herbaceous stratum. Hydrologic indicators included High Water Table (A2) at 6 inches, Saturation (A3) at the surface, Drainage

Patterns (B10), and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 182	0-4	100% 10YR 4/3	Loamy/Clayey
	4-18	80% 10YR 5/1 with 20% 10YR 4/6 as a concentration in the matrix	Loamy/Clayey

Wetland 86 would be considered Palustrine, Scrub-Shrub, Broad-Leaved Deciduous, Seasonally Flooded/Saturated (PSS1E) under the Cowardin Classification System. Wetland 86 is 0.010 acre and extends east beyond the investigated area. Wetland 86 would be considered a poor quality wetland due to it receiving runoff from I-65. For reference to field data collected for this wetland see DP 182 included in the Appendix B. DP 183 included in Appendix B is representative of the upland areas surrounding Wetland 86. DP 183 lacked the hydrophytic vegetation, hydric soil, and hydrology to be determined a wetland.

3.1.90 Wetland 87

Wetland 87 is an emergent wetland located along the northbound lanes of I-65. The wetland is confined to the roadside ditch and is entirely within State owned right-of-way. The wetland begins approximately 0.4 mile north of Liberty Knob Road and extends north for 69 linear feet before terminating approximately 0.4 mile north of Liberty Knob Road. The wetland derives water from runoff from I-65.

Wetland 87 appears to drain south via a non-jurisdictional roadside ditch. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded within a typical year, it is anticipated to be a waters of the State. Wetland 87 is a Class I NF wetland confined to a roadside ditch wholly within the investigated area. Wetland 87 is entirely within the State owned right-of-way and constructed in mapped upland soils; therefore it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Juncus torreyi* within the herbaceous stratum. Hydrologic indicators included Crayfish Burrows (C8) and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 184	0-4	100% 10YR 4/2	Loamy/Clayey
	4-18	80% 10YR 6/1 and 20% 10YR 5/8 as a concentration in the matrix	Loamy/Clayey

Wetland 87 would be considered PEME under the Cowardin Classification System. Wetland 87 is 0.027 acre and wholly contained within the investigated area. Wetland 87 would be considered a poor quality wetland due to its location in a roadside ditch. A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 184 included in the Appendix B. DP 185 included in Appendix B is representative of the upland areas surrounding Wetland

87. DP 185 did possess hydrophytic vegetation but lacked the hydric soil and hydrology to be determined a wetland.

3.1.91 Wetland 88

Wetland 88 is an emergent wetland located along the northbound lanes of I-65. The wetland is confined to the roadside ditch and is entirely within State owned right-of-way. The wetland begins approximately 0.6 mile north of Liberty Knob Road and extends north for 287 linear feet before terminating approximately 0.7 mile north of Liberty Knob Road. The wetland is bounded to the north by a maintenance pipe that conveys UNT to Pigeon Roost Creek. The wetland derives water from runoff from I-65.

Wetland 88 appears to drain north via a non-jurisdictional ephemeral stream (UNT to Pigeon Roost Creek). Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded within a typical year, it is anticipated to be a waters of the State. Wetland 88 is a Class I NF wetland confined to a roadside ditch wholly within the investigated area. Wetland 88 is entirely within the State owned right-of-way and constructed in mapped upland soils; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Scirpus atrovirens* and *Echinochloa crus-galli* within the herbaceous stratum. Hydrologic indicators included Drainage Patterns (B10), Crayfish Burrows (C8), and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 186	0-18	90% 20YR 6/1 with 10% 10YR 4/6 as a concentration in the matrix	Loamy/Clayey

Wetland 88 would be considered PEME under the Cowardin Classification System. Wetland 88 is 0.022 acre and wholly contained within the investigated area. Wetland 88 would be considered a poor quality wetland due to its location in a roadside ditch and dominance of invasive vegetation (*Echinochloa crus-galli*). A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 186 included in the Appendix B. DP 187 included in Appendix B is representative of the upland areas surrounding Wetland 88. DP 185 did possess hydrophytic vegetation but lacked the hydric soil and hydrology to be determined a wetland.

3.1.92 Wetland 89

Wetland 89 is an emergent wetland located along the northbound lanes of I-65. The wetland is confined to the roadside ditch at the edge of a forested area and is entirely within State owned right-of-way. The wetland begins approximately 0.9 mile north of Liberty Knob Road and extends north for 952 linear feet before terminating at Pigeon Roost Creek approximately 1.0 mile north of Liberty Knob Road. The wetland derives water from runoff from I-65.

Wetland 89 directly abuts Pigeon Roost Creek (a perennial stream), which drains to Stucker Fork, which drains to the Muscatatuck River, a TNW. Therefore, it is anticipated Wetland 89 would be considered a water of the US.

The dominant vegetation consisted of *Cyperus esculentus* and *Juncus effusus* within the herbaceous stratum. Hydrologic indicators included Sediment Deposits (B2), Water-Stained Leaves (B9), Surface Soil Cracks (B6), Drainage Patterns (B10), Crayfish Burrows (C8), and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 188	0-3	100% 10YR 4/3	Loamy/Clayey
	3-18	90% 10YR 5/1 with 10% 10YR 5/6 as a concentration in the matrix	Loamy/Clayey

Wetland 89 would be considered PEME under the Cowardin Classification System. Wetland 89 is 0.089 acre and wholly contained within the investigated area. Wetland 89 would be considered a poor quality wetland due to its location in a roadside ditch and dominance of invasive vegetation (*Cyperus esculentus*). A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 188 included in the Appendix B. DP 189 included in Appendix B is representative of the upland areas surrounding Wetland 89. DP 189 lacked the hydrophytic vegetation, hydric soil, and hydrology to be determined a wetland.

3.1.93 Wetland 90

Wetland 90 is an emergent wetland located along the northbound lanes of I-65. The wetland is confined to the roadside ditch and is entirely within State owned right-of-way. The wetland is bounded to the north by a concrete-lined ditch and a maintenance pipe. The wetland begins approximately 1.2 mile north of Liberty Knob Road and extends north for 93 linear feet before terminating 1.2 mile north of Liberty Knob Road. The wetland derives water from runoff from I-65.

Wetland 90 appears to drain south via a non-jurisdictional roadside ditch. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded within a typical year, it is anticipated to be a waters of the State. Wetland 90 is a Class I NF wetland confined to a roadside ditch wholly within the investigated area. Wetland 90 is entirely within the State owned right-of-way and constructed in mapped upland soils; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Leersia oryzoides* within the herbaceous stratum. Hydrologic indicators included Oxidized Rhizospheres on Living Roots (C3), Drainage Patterns (B10), and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 190	0-3	95% 10YR 4/3 with 5% 10YR 4/6 as a concentration in the matrix	Loamy/Clayey
	3-18	95% 10YR 6/1 with 5% 10YR 4/6 as a concentration in the matrix	Loamy/Clayey

Wetland 90 would be considered PEME under the Cowardin Classification System. Wetland 90 is 0.016 acre and wholly contained within the investigated area. Wetland 90 would be considered a poor quality wetland due to its location in a roadside ditch. A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 190 included in the Appendix B. DP 191 included in Appendix B is representative of the upland areas surrounding Wetland 90. DP 191 did possess hydric soil but lacked the hydrophytic vegetation and wetland hydrology to be determined a wetland.

3.1.94 Wetland 91

Wetland 91 is an emergent wetland located along the northbound lanes of I-65. The wetland is confined to the roadside ditch and is entirely within State owned right-of-way. The wetland is bounded to the north by a concrete-lined ditch. The wetland begins approximately 1.3 mile north of Liberty Knob Road and extends north for 346 linear feet before terminating approximately 1.3 mile north of Liberty Knob Road. The wetland derives water from runoff from I-65.

Wetland 91 appears to drain north via a non-jurisdictional roadside ditch. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded within a typical year, it is anticipated to be a waters of the State. Wetland 91 is a Class I NF wetland confined to a roadside ditch wholly within the investigated area. Wetland 91 is entirely within the State owned right-of-way and constructed in mapped upland soils; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Juncus tenuis, Juncus effusus,* and *Paspalum floridanum* within the herbaceous stratum. Hydrologic indicators included Surface Soil Cracks (B6), Drainage Patterns (B10), Crayfish Burrows (C8), and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 192	0-3	95% 10YR 6/2 with 5% 10YR 6/8 as a concentration in the matrix	Loamy/Clayey
	3-18	55% 2.5YR 7/2 with 30% 10YR 5/8 as a depletion in the matrix and 15% 10YR 3/1 as organic material	Loamy/Clayey

Wetland 91 would be considered PEME under the Cowardin Classification System. Wetland 91 is 0.031 acre and wholly contained within the investigated area. Wetland 91 would be considered a poor quality wetland due to its location in a roadside ditch. A continuous defined bed and bank or OHWM was not observed

during the site reconnaissance. For reference to field data collected for this wetland see DP 192 included in the Appendix B. DP 192 included in Appendix B is representative of the upland areas surrounding Wetland 91. DP 193 did possess hydric soil but lacked the hydrophytic vegetation and wetland hydrology to be determined a wetland.

3.1.95 Wetland 92

Wetland 92 is an emergent wetland located along the northbound lanes of I-65. The wetland is confined to the roadside ditch and is entirely within State owned right of way. The wetland begins approximately 0.12 mile south of Leota Road and extends north for 342 linear feet before terminating. The wetland derives water from runoff from I-65.

Wetland 92 appears to drain north via a non-jurisdictional roadside ditch. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded in a typical year, it is anticipated to be a waters of the State. Wetland 92 is a Class I NF wetland confined to a roadside ditch wholly within the investigated area. Wetland 92 is entirely within the State owned right-of-way and constructed in mapped upland soils; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Echinochloa crus-galli* and *Eleocharis palustris* within the herbaceous stratum. Hydrologic indicators included High Water Table (A2) at 3 inches, Saturation (A3) at the surface, Geomorphic Position (D2), and FAC-Neutral Test (D5). Hydric soil indicators included Depleted below Dark Surface (A11) and Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 194	0-2	100% 10YR 3/1	Loamy/Clayey
	2-18	90% 10YR 4/2 with 10% 10YR 4/6 as a concentration in the matrix	Loamy/Clayey

Wetland 92 would be considered PEME under the Cowardin Classification System. Wetland 92 is 0.036 acre and wholly contained within the investigated area. Wetland 92 would be considered a poor quality wetland due to its location in a roadside ditch and dominance of invasive vegetation (*Echinochloa crus-galli*). A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 194 included in the Appendix B. DP 195 included in Appendix B is representative of the upland areas surrounding Wetland 92. DP 195 lacked the hydrophytic vegetation, hydric soil, and hydrology to be determined a wetland.

3.1.96 Wetland 93

Wetland 93 is an emergent wetland located along the northbound lanes of I-65. The wetland is confined to the roadside ditch and is entirely within State owned right of way. The wetland begins approximately 0.10 mile north of Leota Road and extends north for 169 linear feet before terminating. The wetland derives water from runoff from I-65.

Wetland 93 appears to drain south via a non-jurisdictional roadside ditch. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded in a typical year, it is anticipated to be a waters

of the State. Wetland 93 is a Class I NF wetland confined to a roadside ditch wholly within the investigated area. Wetland 93 is entirely within the State owned right-of-way and constructed in mapped upland soils; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Juncus tenuis, Cyperus esculentus*, and *Echinochloa crus-galli* within the herbaceous stratum. Hydrologic indicators included Surface Water (A1) at 0.25 inch deep, High Water Table (A2) at 0 inches, Saturation (A3) at the surface, Geomorphic Position (D2), and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 196	0-8	95% 10YR 4/2 with 5% 10YR 4/6 as a concentration in the matrix.	Loamy/Clayey
	8-18	92% 10YR 5/1 with 8% 10YR 4/6 as a concentration in the matrix	Loamy/Clayey

Wetland 93 would be considered PEME under the Cowardin Classification System. Wetland 93 is 0.019 acre and wholly contained within the investigated area. Wetland 93 would be considered a poor quality wetland due to its location in a roadside ditch and dominance of invasive vegetation (*Cyperus esculentus* and *Echinochloa crus-galli*). A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 196 included in the Appendix B. DP 197 included in Appendix B is representative of the upland areas surrounding Wetland 93. DP 197 lacked the hydrophytic vegetation, hydric soil, and hydrology to be determined a wetland.

3.1.97 Wetland 94

Wetland 94 is an emergent wetland located along the northbound lanes of I-65. The wetland is confined to the roadside ditch and is entirely within State owned right of way. The wetland begins approximately 0.52 mile north of Leota Road and extends north for 113 linear feet before terminating. The wetland derives water from runoff from I-65.

Wetland 94 appears to drain south via a non-jurisdictional roadside ditch. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded in a typical year, it is anticipated to be a waters of the State. Wetland 94 is a Class I NF wetland confined to a roadside ditch wholly within the investigated area. Wetland 94 is entirely within the State owned right-of-way and constructed in mapped upland soils; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Cyperus esculentus* and *Juncus effusus* within the herbaceous stratum. The vegetation met the Rapid Test for Hydrophytic vegetation. Hydrologic indicators included Surface Water (A1) at 0.25 inch deep, High Water Table (A2) at 6 inches, Saturation (A3) at the surface, Geomorphic Position (D2), and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 198	0-18	90% 10YR 4/1 with 10% 10YR 4/6 as a concentration in the matrix	Loamy/Clayey

Wetland 94 would be considered PEME under the Cowardin Classification System. Wetland 94 is 0.018 acre and wholly contained within the investigated area. Wetland 94 would be considered a poor quality wetland due to its location in a roadside ditch and dominance of invasive vegetation (*Cyperus esculentus*). A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 198 included in the Appendix B. DP 199 included in Appendix B is representative of the upland areas surrounding Wetland 94. DP 199 lacked the hydrophytic vegetation, hydric soil, and hydrology to be determined a wetland.

3.1.98 Wetland 95

Wetland 95 is an emergent wetland located along the northbound lanes of I-65. The wetland is located within a depressional area associated with the roadside ditch. The wetland begins approximately 0.70 mile south of Lake Road and extends east beyond the State owned right-of-way. The wetland derives water from runoff from I-65 and from a maintenance pipe outlet that carries water underneath I-65.

Wetland 95 appears to drain east via a non-jurisdictional swale. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded in a typical year, it is anticipated to be a waters of the State. Wetland 95 is a Class I NF wetland located within mapped upland soils. The wetland extends east beyond the State owned right-of-way and investigated area. As the wetland extends beyond the State owned right-of-way into adjacent agricultural land, Wetland 95 is not likely eligible for State exemptions under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Salix nigra* within the sapling/shrub stratum; and *Echinochloa crus-galli* and *Cyperus esculentus* within the herbaceous stratum. Although the wetland included sapling/shrubs this was not a dominant component of the absolute cover of the wetland. Hydrologic indicators included Surface Water (A1) at 0.25 inch deep, High Water Table (A2) at 0.5 inches, Saturation (A3) at the surface, Geomorphic Position (D2), and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 200	0-18	90% 10YR 4/1 with 10% 10YR 4/6 as a concentration in the matrix	Loamy/Clayey
DP 202	0-18	90% 10YR 4/1 with 10% 10YR 4/6 as a concentration in the matrix	Loamy/Clayey

Wetland 95 would be considered PEME under the Cowardin Classification System. Wetland 95 is 0.252 acre and extends beyond investigated area. Wetland 95 would be considered a poor quality wetland due to its association with the roadside ditch and dominance of invasive vegetation (*Echinochloa crus-galli* and

Cyperus esculentus). For reference to field data collected for this wetland see DP 200 and DP 202 included in the Appendix B. DP 201 and DP 203 included in Appendix B are representative of the upland areas surrounding Wetland 95. DP 201 lacked the hydrophytic vegetation, hydric soil, and hydrology to be determined a wetland. DP 203 lacked the hydrophytic vegetation, hydric soil, and hydrology to be determined a wetland.

3.1.99 Wetland 96

Wetland 96 is an emergent wetland located along the northbound lanes of I-65. The wetland is confined to depressional area. The wetland begins approximately 0.41 mile south of Lake Road and extends east beyond the State owned right-of-way. The wetland derives water from runoff from I-65.

Wetland 96 appears to drain east via a non-jurisdictional swale. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded in a typical year, it is anticipated to be a waters of the State. Wetland 96 is a Class I NF wetland located within mapped upland soils. The wetland extends east beyond the State owned right-of-way and investigated area. As the wetland extends beyond the State owned right-of-way into adjacent land, Wetland 96 is not likely eligible for State exemptions under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Leersia oryzoides* and *Cyperus esculentus* within the herbaceous stratum. Hydrologic indicators included Geomorphic Position (D2) and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 204	0-18	92% 10YR 4/1 with 8% 10YR 4/6 as a concentration in the matrix	Loamy/Clayey

Wetland 96 would be considered PEME under the Cowardin Classification System. Wetland 96 is 0.050 acre and extends beyond the investigated area. Wetland 96 would be considered a poor quality wetland due to receiving water from roadway runoff and dominance of invasive vegetation (*Cyperus esculentus*). For reference to field data collected for this wetland see DP 204 included in the Appendix B. DP 205 included in Appendix B is representative of the upland areas surrounding Wetland 96. DP 205 lacked the hydrophytic vegetation, hydric soil, and hydrology to be determined a wetland.

3.1.100 Wetland 97

Wetland 97 is an emergent wetland located along the northbound lanes of I-65. The wetland is located within a depressional area associated with the roadside ditch. The wetland begins approximately 0.39 mile south of Lake Road and extends east beyond the State owned right-of-way. The wetland derives water from runoff from I-65.

Wetland 97 appears to drain south via a non-jurisdictional roadside ditch. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded in a typical year, it is anticipated to be a waters of the State. Wetland 97 is a Class I NF wetland located within mapped upland soils. The wetland extends east beyond the State owned right-of-way and investigated area. As the wetland extends beyond the State

owned right-of-way into adjacent land, Wetland 97 is not likely eligible for State exemptions under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Phragmites australis* within the herbaceous stratum. Hydrologic indicators included Geomorphic Position (D2) and FAC-Neutral Test (D5). After multiple attempts, a soil sample could not be obtained due to a restrictive layer of riprap, therefore soils are considered problematic. Based upon the hydrophytic vegetation and hydrology indicators it is assumed that hydric soils would be present.

Wetland 97 would be considered PEME under the Cowardin Classification System. Wetland 97 is 0.055 acre and extends beyond investigated area. Wetland 97 would be considered a poor quality wetland due to its association with the roadside ditch and dominance of invasive vegetation (*Phragmites australis*). For reference to field data collected for this wetland see DP 206 included in the Appendix B. DP 207 included in Appendix B is representative of the upland areas surrounding Wetland 97. DP 207 lacked the hydrophytic vegetation, hydric soil, and hydrology to be determined a wetland.

3.1.101 Wetland 98

Wetland 98 is an emergent wetland located along the northbound lanes of I-65. The wetland is confined to the roadside ditch and is entirely within State owned right of way. The wetland begins approximately 0.01 mile north of Lake Road and extends north for 799 linear feet before terminating. The wetland derives water from runoff from I-65.

Wetland 98 appears to drain south via a non-jurisdictional maintenance pipe. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded in a typical year, it is anticipated to be a waters of the State. Wetland 98 is a Class I NF wetland confined to a roadside ditch wholly within the investigated area. Wetland 98 is entirely within the State owned right-of-way and constructed in mapped upland soils; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Echinochloa crus-galli* within the herbaceous stratum. Hydrologic indicators included Geomorphic Position (D2), and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 208	0-18	97% 10YR 4/1 with 3% 10YR 4/6 as a concentration in the matrix	Loamy/Clayey

Wetland 98 would be considered PEME under the Cowardin Classification System. Wetland 98 is 0.123 acre and wholly contained within the investigated area. Wetland 98 would be considered a poor quality wetland due to its location in a roadside ditch and dominance of invasive vegetation (*Echinochloa crus-galli*). A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 208 included in the Appendix B. DP 209 included in Appendix B is representative of the upland areas surrounding Wetland 98. DP 209 lacked the hydrophytic vegetation, hydric soil, and hydrology to be determined a wetland.

3.1.102 Wetland 99

Wetland 99 is an emergent wetland located along the northbound lanes of I-65. The wetland is confined to the roadside ditch and is entirely within State owned right of way. The wetland begins approximately 0.29 mile south of the I-65 and SR 56 overpass and extends south for 876 linear feet before terminating. The wetland derives water from runoff from I-65.

Wetland 99 appears to drain south via a non-jurisdictional roadside ditch. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded in a typical year, it is anticipated to be a waters of the State. Wetland 99 is a Class I NF wetland confined to a roadside ditch wholly within the investigated area. Wetland 99 is entirely within the State owned right-of-way and constructed in mapped upland soils; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Cyperus esculentus, Apocynum cannabinum*, and *Schoenoplectus tabernaemontani* within the herbaceous stratum. Hydrologic indicators included Saturation (A3) at 12 inches and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 210	0-18	95% 10YR 4/1 with 5% 10YR 4/6 as a concentration in the matrix	Loamy/Clayey

Wetland 99 would be considered PEME under the Cowardin Classification System. Wetland 99 is 0.232 acre and wholly contained within the investigated area. Wetland 99 would be considered a poor quality wetland due to its location in a roadside ditch and dominance of invasive vegetation (*Cyperus esculentus*). A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 210 included in the Appendix B. DP 211 included in Appendix B is representative of the upland areas surrounding Wetland 99. DP 211 lacked the hydrophytic vegetation, hydric soil, and hydrology to be determined a wetland.

3.1.103 Wetland 100

Wetland 100 is an emergent wetland located in the southeast quadrant of the I-65 and SR 56 overpass. The wetland is confined to the roadside ditch and is entirely within State owned right-of-way. The wetland begins approximately 0.01 mile south of the I-65 and SR 56 overpass and extends south for 1,228 linear feet before terminating. The wetland derives water from runoff from I-65.

Wetland 100 appears to drain south via a non-jurisdictional maintenance pipe. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded in a typical year, it is anticipated to be a waters of the State. Wetland 100 is a Class I NF wetland confined to a roadside ditch wholly within the investigated area. Wetland 100 is entirely within the State owned right-of-way and constructed in mapped upland soils; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Cephalanthus occidentalis* within the sapling/shrub stratum; and *Leersia oryzoides* within the herbaceous stratum. Although the wetland included sapling/shrubs this was not a dominant component of the absolute cover of the wetland. Hydrologic indicators included Surface Water (A1) at 0.25 inch deep, High Water Table (A2) at 0 inches, Saturation (A3) at the surface, and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 212	0-18	95% 10YR 4/1 with 5% 10YR 4/6 as a concentration in the matrix	Loamy/Clayey
DP 214	0-18	95% 10YR 4/1 with 5% 10YR 4/6 as a concentration in the matrix	Loamy/Clayey

Wetland 100 would be considered PEME under the Cowardin Classification System. Wetland 100 is 0.800 acre and wholly contained within the investigated area. Wetland 100 would be considered a poor quality wetland due to its location in a roadside ditch. A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 212 and DP 214 included in the Appendix B. DP 213 and DP 215 included in Appendix B are representative of the upland areas surrounding Wetland 100. DP 213 did possess the hydrophytic vegetation and hydric soil, but lacked the hydrology to be determined a wetland. DP 215 lacked the hydrophytic vegetation, hydric soil, and hydrology to be determined a wetland.

3.1.104 Wetland 101

Wetland 101 is an emergent wetland located in the southeast quadrant of the I-65 and SR 56 overpass. The wetland is confined to the roadside ditch and is entirely within State owned right-of-way. The wetland begins approximately 0.01 mile south of the I-65 and SR 56 overpass and extends south for 628 linear feet before terminating. The wetland derives water from runoff from I-65.

Wetland 101 appears to drain north via a non-jurisdictional roadside ditch. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded in a typical year, it is anticipated to be a waters of the State. Wetland 101 is a Class I NF wetland confined to a roadside ditch wholly within the investigated area. Wetland 101 is entirely within the State owned right-of-way and constructed in mapped upland soils; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Echinochloa crus-galli* and *Cyperus esculentus* within the herbaceous stratum. Hydrologic indicators included Inundation Visible on Aerial Imagery (B7), Geomorphic Position (D2), and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 216	0-3	100% 10YR 4/2	Loamy/Clayey
	3-18	90% 10YR 4/1 with 10% 10YR 4/6 as a concentration in the matrix	Loamy/Clayey

Wetland 101 would be considered PEME under the Cowardin Classification System. Wetland 101 is 0.236 acre and wholly contained within the investigated area. Wetland 101 would be considered a poor quality wetland due to its location in a roadside ditch and dominance of invasive vegetation (*Echinochloa crus-galli* and *Cyperus esculentus).* A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 216 included in the Appendix B. DP 217 included in Appendix B is representative of the upland areas surrounding Wetland 101. DP 217 did possess the hydrophytic vegetation but lacked the hydric soil and hydrology to be determined a wetland.

3.1.105 Wetland 102

Wetland 102 is an emergent wetland located in the northeast quadrant of the I-65 and SR 56 overpass. The wetland is confined to the roadside ditch and is entirely within State owned right-of-way. The wetland begins approximately 0.02 mile north of the I-65 and SR 56 overpass and extends north for 480 linear feet before terminating. The wetland derives water from runoff from I-65.

Wetland 102 appears to drain south via a non-jurisdictional roadside ditch. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded in a typical year, it is anticipated to be a waters of the State. Wetland 102 is a Class I NF wetland confined to a roadside ditch wholly within the investigated area. Wetland 102 is entirely within the State owned right-of-way and constructed in mapped upland soils; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Echinochloa crus-galli*, *Paspalum floridanum*, and *Cyperus esculentus* within the herbaceous stratum. Hydrologic indicators included Geomorphic Position (D2) and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 218	0-3	100% 10YR 4/2	Loamy/Clayey
	3-18	90% 10YR 4/1 with 10% 10YR 4/6 as a concentration in the matrix	Loamy/Clayey

Wetland 102 would be considered PEME under the Cowardin Classification System. Wetland 102 is 0.241 acre and wholly contained within the investigated area. Wetland 102 would be considered a poor quality wetland due to its location in a roadside ditch and dominance of invasive vegetation (*Echinochloa crus-galli* and *Cyperus esculentus*). A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 218 included in the Appendix

B. DP 219 included in Appendix B is representative of the upland areas surrounding Wetland 102. DP 219 did possess the hydrophytic vegetation but lacked the hydric soil and hydrology to be determined a wetland.

3.1.106 Wetland 103

Wetland 103 is an emergent wetland located in the northeast quadrant of the I-65 and SR 56 overpass. The wetland is confined to the roadside ditch and is entirely within State owned right of way. The wetland begins approximately 0.04 mile north of the I-65 and SR 56 overpass and extends north for 471 linear feet before terminating. The wetland derives water from runoff from I-65 and SR 56.

Wetland 103 appears to drain north via a non-jurisdictional roadside ditch. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded in a typical year, it is anticipated to be a waters of the State. Wetland 103 is a Class I NF wetland confined to a roadside ditch wholly within the investigated area. Wetland 103 is entirely within the State owned right-of-way and constructed in mapped upland soils; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Persicaria maculosa* within the herbaceous stratum. Hydrologic indicators included Surface Water (A1) at 0.25 inch deep, High Water Table (A2) at 10 inches, Saturation (A3) at 7 inches, Geomorphic Position (D2), and FAC-Neutral Test (D5). After multiple attempts, a soil sample could not be obtained due to a restrictive layer of riprap, therefore soils are considered problematic. Based upon the hydrophytic vegetation and hydrology indicators it is assumed that hydric soils would be present.

Wetland 103 would be considered PEME under the Cowardin Classification System. Wetland 103 is 0.144 acre and wholly contained within the investigated area. Wetland 103 would be considered a poor quality wetland due to its location in a roadside ditch and dominance of invasive vegetation (*Persicaria maculosa*). A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 220 included in the Appendix B. DP 221 included in Appendix B is representative of the upland areas surrounding Wetland 103. DP 221 lacked the hydrophytic vegetation, hydric soil, and hydrology to be determined a wetland

3.1.107 Wetland 104

Wetland 104 is an emergent wetland located along the northbound lanes of I-65. The wetland is confined to the roadside ditch and is entirely within State owned right of way. The wetland begins approximately 0.42 mile north of the I-65 and SR 56 overpass and extends north for 352 linear feet before terminating. The wetland derives water from runoff from I-65.

Wetland 104 appears to drain north via a non-jurisdictional roadside ditch. Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded in a typical year, it is anticipated to be a waters of the State. Wetland 104 is a Class I NF wetland confined to a roadside ditch wholly within the investigated area. Wetland 104 is entirely within the State owned right-of-way and constructed in mapped upland soils; therefore, it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Echinochloa crus-galli* within the herbaceous stratum. Hydrologic indicators included Geomorphic Position (D2) and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 222	0-3	97% 10YR 4/2 with 3% 10YR 4/6 as a concentration in the matrix	Loamy/Clayey
	3-18	92% 10YR 4/1 with 8% 10YR 4/6 as a concentration in the matrix	Loamy/Clayey

Wetland 104 would be considered PEME under the Cowardin Classification System. Wetland 104 is 0.017 acre and wholly contained within the investigated area. Wetland 104 would be considered a poor quality wetland due to its location in a roadside ditch and dominance of invasive vegetation (*Echinochloa crus-galli*). A continuous defined bed and bank or OHWM was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 222 included in the Appendix B. DP 223 included in Appendix B is representative of the upland areas surrounding Wetland 104. DP 223 did possess hydrophytic vegetation and hydric soil but lacked the hydrology to be determined a wetland.

3.1.108 Wetland 105

Wetland 105 is an emergent wetland located along the northbound lanes of I-65. The wetland is confined to the roadside ditch and is entirely within State owned right of way. The wetland begins approximately 0.61 mile north of the I-65 and SR 56 overpass and extends north for 698 linear feet before terminating. The wetland derives water from runoff from I-65.

Wetland 105 appears to drain south via non-jurisdictional ephemeral stream (UNT 6 to Honey Run). Therefore, as the wetland does not abut a jurisdictional waters of the US and is not flooded in a typical year, it is anticipated to be a waters of the State. Wetland 105 is a Class I NF wetland associated with the roadside ditch wholly within the investigated area. Wetland 105 is entirely within the State owned right-of-way and constructed in mapped upland soils; therefore it is anticipated to qualify for a State exemption under 327 IAC 17-1-3 (7).

The dominant vegetation consisted of *Persicaria sagitatta* and *Leersia oryzoides* within the herbaceous stratum. Hydrologic indicators included High Water Table (A2) at 10 inches, Saturation (A3) at the surface, Inundation Visible on Aerial Imagery (B7), Oxidized Rhizospheres on Living Roots (C3), Geomorphic Position (D2), and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Soil color and texture information are located in the table below:

Data Point	Depth (inches)	Soil Color	Soil Texture
DP 224	0-8	95% 10YR 4/2 with 5% 10YR 4/6 as a pore lining in the matrix	Mucky Loam/Clay
	8-18	100% 10YR 3/1	Mucky Loam/Clay

Wetland 105 would be considered PEME under the Cowardin Classification System. Wetland 105 is 0.218 acre and wholly contained within the investigated area. Wetland 105 would be considered a poor wetland due to its location in a roadside ditch. A continuous defined bed and bank or OHWM was not observed