

FHWA-Indiana Environmental Document
CATEGORICAL EXCLUSION / ENVIRONMENTAL ASSESSMENT FORM
GENERAL PROJECT INFORMATION

| | |
|-------------------------------------|--|
| Road No./County: | Fountain Drive & Crescent Road / Monroe County |
| Designation Number(s): | 1700735 |
| Project Description/Termini: | Extend the B-Line Trail west and north from its current terminus at Adams Street to the intersection of Crescent Road and 17th Street. |

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

Approval

| | |
|-----------------------------|------------------------------|
| _____ | _____ |
| INDOT DE Signature and Date | INDOT ESD Signature and Date |
| _____ | |
| FHWA Signature and Date | |

Release for Public Involvement

| | | |
|----------------------------|---|----------|
| N/A |  | 4-9-2021 |
| _____ | _____ | _____ |
| INDOT DE Initials and Date | INDOT ESD Initials and Date | |

Certification of Public Involvement

INDOT Consultant Services Signature and Date

INDOT DE/ESD Reviewer Signature and Date: _____

Name and Organization of CE/EA Preparer: Brynne Taylor / AZTEC Engineering Group, Inc.

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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.

Does the project have a historic bridge processed under the Historic Bridges PA*? [Yes] [No 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 to adjacent property owners because all field work occurred within existing City of Bloomington (City) right-of-way (ROW). Notice of Survey door hangers were put on the doors of potentially affected property owners in the project area during the week of February 12, 2018 notifying them about the project and that individuals responsible for land surveying and field activities may be seen in the area. A sample copy of the Notice of Survey door hanger is included in Appendix G, page G-1.
An informal public meeting was held on September 18, 2019, with representatives from the City and AZTEC Engineering Group, Inc (AZTEC) presenting key aspects of the project and offering opportunities for the public to ask questions and provide feedback on the design. Comments ranged from noting the lack of pedestrian connections within Bloomington and the project area, concerns over the location of the proposed route, ROW, and environmental concerns. The City Project Manager responded to comments in person and via email, reiterating the scope of the project and concern about lack of connectivity. Individual concerns about ROW and/or individual properties that are an ongoing conversation with the City Project Manager will be negotiated during the ROW acquisition phase. Refer to Appendix G, pages G-2 to G-9 for graphics that were presented at the informal public meeting and a summary of public comments received during the meeting.
To meet the public involvement requirements of Section 106, a legal notice of FHWA's finding of "No adverse effect" was published in the Herald Times on March 28, 2021 offering the public an opportunity to submit comment pursuant to 36 CFR 800.2(d), 800.3(e), and 800.6(a)(4). The 30-day public comment period closes on April 27, 2021. The text of the public notice and the affidavit of publication is provided in Appendix D, pages D-95 to D-97.
The project will meet the minimum requirements described in the current Indiana Department of Transportation (INDOT) Public Involvement Manual which requires the project sponsor to offer the public an opportunity to submit comments and/or request a public hearing. Therefore, a legal notice will appear in a local publication contingent upon the release of this document for public involvement. This document will be revised after the public involvement requirements are fulfilled.

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.

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

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

Sponsor of the Project: City of Bloomington INDOT District: Seymour

Local Name of the Facility: Fountain Drive / Crescent Road

Funding Source (mark all that apply): Federal State 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 City of Bloomington, in their *Parks and Recreation Master Plan, 2016-2020* published on December 2, 2015, identified goals to extend trail or multiuse path connections where current facilities are lacking. These goals included new trail or multiuse path connections in both incorporated areas of the city as well as opportunities to consider connections to communities adjacent to the City based on available revenue or grants.

Currently, there is a gap in pedestrian facilities between the B-Line Trail system and residential areas, businesses, and other City facilities on 17th Street. The previous completion of the I-69 Section 5 permanently altered traffic patterns in the project area. Fountain Drive, formerly Vernal Pike, now dead ends to the northwest before reaching I-69 where an at-grade crossing and traffic signal were eliminated as part of the I-69 Project. This crossing was removed to create limited access for the interstate and significantly reduced east-west through traffic in the project area on Fountain Drive west of Crescent Road. The primary traffic movement is now Crescent Road / Fountain Drive east of the intersection instead of Fountain Drive west of the intersection. The existing alignment of the Crescent Road / Fountain Drive intersection was designed for the dominant traffic movement on Fountain Drive and has a narrow apron and a small turning radius for the now dominant turning movements. In addition, Bloomington Transit reversed the direction of travel for the bus line in the area which switches the need for bus stop locations in the project area.

Purpose:
 The purpose of the project is to improve pedestrian access between the B-Line Trail system and 17th Street and further promote non-motorized uses by residents. The project also seeks to provide safe pedestrian mobility and access to other pedestrian facilities in the City's network.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Monroe Municipality: Bloomington

Limits of Proposed Work: Adams Street to 17th Street

Total Work Length: 0.78 Mile(s) Total Work Area: 4.28 Acre(s)

Is an Interstate Access Document (IAD)¹ required?

| | |
|------------------|-------------------------------------|
| Yes ¹ | No |
| | <input checked="" type="checkbox"/> |

If yes, when did the FHWA provide a Determination of Engineering and Operational Acceptability?

| |
|-------|
| Date: |
|-------|

¹If 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.

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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 located within the City of Bloomington in Monroe County, Indiana. The project extends from the current B-Line Trail terminus at Adams Street, between 10th Street and the Indiana Railroad, to the intersection of Crescent Road and 17th Street, via the Indiana Railroad, Fountain Drive (formerly Vernal Pike), and Crescent Road. The project is located within Bloomington Township, as depicted on USGS 7.5' Bloomington topographic quadrangle, in Sections 31 and 32 of Township 9 North, Range 1 West (Appendix B, pages B-1 to B-3).

Existing Conditions:

Fountain Drive is classified as a Collector on the INDOT Functional Classification Map. It is a two-lane road with an eastbound and westbound lane. An active rail line, run by the Indiana Railroad, runs through the southern portion of the project through a forested lot. An existing depression in the forested lot north of the railroad is a drainage detention basin with existing inlet pipes and outlet control structure. Crescent Road is classified as a Collector on the INDOT Functional Classification Map. It is a two-lane road with an eastbound lane, westbound lane, and one right-turn-only lane. Although there is some existing sidewalk in the project area, there is no sidewalk adjacent to the railroad and no continuous sidewalk along Fountain Drive or Crescent Road providing connection to 17th Street.

The existing ROW within the project area outside roadways, sidewalk, driveways, and other built features consists primarily of mowed landscaped areas with some trees. Adjacent land use consists of a mix of commercial, light industrial, and residential. New residential developments within the project area include a housing subdivision on the north end of Crescent Road constructed in 2010, and an apartment complex on Crescent Road just south of this subdivision constructed in 2020.

The previous completion of the Vernal Pike I-69 Overpass and related 17th Street improvements to connect Vernal Pike and 17th Street to I-69 permanently altered traffic flow in the project area. Fountain Drive now dead ends to the northwest before reaching I-69, which significantly reduces east-west through traffic in the project area. In addition, the primary traffic movement from southbound Crescent Road is now to southbound Fountain Drive instead of northbound Fountain Drive, and the existing alignment of the Crescent Road / Fountain Drive intersection limits sight distance and requires a tight turning radius for the dominant turning movements.

Preferred Alternative:

The preferred alternative will extend the B-Line Trail west and north from its current terminus at Adams Street to the intersection of Crescent Road and 17th Street by constructing a new paved multiuse path along the north side of the Indiana Railroad, the east side of Fountain Drive, and the east side of Crescent Road. The path will be 8 to 12-feet wide depending on location. Other scope of work items include:

- Realigning a portion of Fountain Drive slightly to the west
- Realigning the Fountain Drive / Crescent Road intersection
- A new storm water drainage system that includes curb, gutter, inlets, conveyance pipe, and grading the existing detention basin north of the Indiana Railroad as well as replacing the existing detention basin inlet and outlet structures
- Two new concrete pads for future bus stops, one at 11th Street just east of the intersection with Crescent Road, and one on Crescent Road north of the intersection with Fountain Drive
- Retaining walls at some locations along the path
- Utility installation and relocations
- Installing fencing and lighting along the portion of the path north of the Indiana Railroad
- Reconstructing driveways
- Pavement marking and signing
- Temporary and permanent erosion, sediment, and pollution control features

The preferred alternative will utilize FHWA funding and will require new permanent and temporary ROW. Refer to plan sheets of the Preferred Alternative in Appendix B, pages B-11 to B-34. The preferred alternative will meet the identified purpose and need by establishing a connection between the B-Line Trail system and City facilities on 17th Street. Constructing a new multiuse path and realigning the intersection of Fountain Drive and Crescent Road will provide a means for pedestrian and non-motorized vehicles to travel safely through this area.

Fountain Drive will be realigned slightly to the west to avoid impacting a National Register-eligible historic property at 2102 W. Fountain Drive while still allowing adequate space for the new path between Fountain Drive and the historic property. The earthwork limits for the path between the Indiana Railroad and 11th Street were also adjusted to avoid impacting karst features present in the area. Additional temporary and permanent erosion, sediment, and pollution control features are also planned to provide additional

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protection of karst features in the project area. Refer to Part III, Section B – Ecological Resources and Section D – Cultural Resources for more details.

The Maintenance of Traffic (MOT) plan requires temporary closure of Fountain Drive and Crescent Road at their intersection for approximately 6 months. Detours for vehicular traffic will be available to the west via Lemon Lane and Gray Street, and to the east via 17th Street, 14th Street, and 11th Street. Pedestrian access to much of the existing sidewalk along the path will be limited during construction, though pedestrian travel will generally still be available along the western side of Fountain Drive and Crescent Road opposite the path, where some sidewalk exists. Access to all properties will be maintained during construction. Refer to Part II, Maintenance of Traffic (MOT) During Construction of this document for more details.

The preferred alternative has logical termini as it will extend the B-Line Trail from a rational beginning point at the terminus of the existing B-Line Trail at Adams Street, to a rational end point at 17th Street. The preferred alternative has independent utility as it is usable in and of itself without the need for any additional transportation improvements.

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.

No Build Alternative:

The no build alternative would not involve improvements to the Fountain Drive and Crescent Road intersection or improve the existing sidewalk infrastructure along Fountain Drive and Crescent Road. There would be no further connection of the B-Line Trail to pedestrian facilities on the City's west side. This alternative would not require additional permanent or temporary right-of-way, involve costs, or impact the surrounding environment. The project's purpose and need to provide a connection to the B-Line Trail system and promote safe, non-motorized pedestrian mobility to other pedestrian facilities in the City would not be met. This alternative would not fulfill the purpose and need and thus was eliminated from further consideration.

No other alternatives were considered.

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

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

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ROADWAY CHARACTER:

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

Name of Roadway Fountain Drive
 Functional Classification: Collector
 Current ADT: 4,978 VPD (2018) Design Year ADT: 6,196 VPD (2040)
 Design Hour Volume (DHV): 620 Truck Percentage (%) 1
 Designed Speed (mph): 30 Legal Speed (mph): 30

| | Existing | | Proposed | |
|------------------|----------------------------|-----|----------------------------|-----|
| Number of Lanes: | 2 | | 2 | |
| Type of Lanes: | 1 EB through, 1 WB through | | 1 EB through, 1 WB through | |
| Pavement Width: | 20-22 | ft. | 22 | ft. |
| Shoulder Width: | N/A | ft. | N/A | ft. |
| Median Width: | N/A | ft. | N/A | ft. |
| Sidewalk Width: | 5 | ft. | 8 - 10 | ft. |

Setting: Urban Suburban Rural
 Topography: Level Rolling Hilly

Name of Roadway Crescent Road
 Functional Classification: Collector
 Current ADT: 4,426 VPD (2018) Design Year ADT: 5,509 VPD (2040)
 Design Hour Volume (DHV): 551 Truck Percentage (%) 1
 Designed Speed (mph): 30 Legal Speed (mph): 30

| | Existing | | Proposed | |
|------------------|------------------------------------|-----|----------------------------|-----|
| Number of Lanes: | 3 | | 2 | |
| Type of Lanes: | 1 NB through, 1 SB through, 1 RTOL | | 1 NB through, 1 SB through | |
| Pavement Width: | 20-22 | ft. | 22 | ft. |
| Shoulder Width: | N/A | ft. | N/A | ft. |
| Median Width: | N/A | ft. | N/A | ft. |
| Sidewalk Width: | 5 | ft. | 8 - 10 | ft. |

Setting: Urban Suburban Rural
 Topography: Level Rolling Hilly

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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.

Structure/NBI Number(s): N/A Sufficiency Rating: _____
 (Rating, Source of Information)

| | Existing | | Proposed |
|---------------------------|----------|-----|----------|
| Bridge/Structure Type: | | | |
| Number of Spans: | | | |
| Weight Restrictions: | | ton | |
| Height Restrictions: | | ft. | |
| Curb to Curb Width: | | ft. | |
| Outside to Outside Width: | | ft. | |
| Shoulder Width: | | 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.

No bridges or small structures are located within the project area.

MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

| | Yes | No |
|--|-------------------------------------|-------------------------------------|
| Is a temporary bridge proposed? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Is a temporary roadway proposed? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Will the project involve the use of a detour or require a ramp closure? (describe below) | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Provisions will be made for access by local traffic and so posted. | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Provisions will be made for through-traffic dependent businesses. | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Provisions will be made to accommodate any local special events or festivals. | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Will the proposed MOT substantially change the environmental consequences of the action? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Is there substantial controversy associated with the proposed method for MOT? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discuss closures 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. Any local concerns about access and traffic flow should be detailed as well.

The Maintenance of Traffic (MOT) for the project will require temporary closure of Fountain Drive and Crescent Road at their intersection for approximately 6 months. Detours for vehicular traffic will be available to the west via Lemon Lane and Gray Street (approximately 0.50 miles), and to the east via 17th Street, Monroe Street, and 11th Street (approximately 1.34 miles). Although some existing sidewalk is present, sidewalk is not continuous throughout the project area. Pedestrian access to much of the existing sidewalk along the path will be temporarily closed during construction of the path in that area, though pedestrian travel will generally still be available along the western side of Fountain Drive and Crescent Road opposite the path, where some sidewalk exists. Any sidewalk closures for MOT will be signed informing pedestrians that the sidewalk is closed and that there is no access through the work area after that point. Access to all properties will be maintained during construction. Refer to Appendix B, page B-20 for the MOT overview.

The closures/lane restrictions will pose a temporary inconvenience to traveling motorists and pedestrians (including school buses and emergency services); however, no significant delays are anticipated, and all inconveniences will cease upon project completion.

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ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: \$ 225,000 (2021) Right-of-Way: \$ 1,527,050 (2020-2021) Construction: \$ 2,312,500 (2022)

Anticipated Start Date of Construction: November 2021

RIGHT OF WAY:

| Land Use Impacts | Amount (acres) | |
|-------------------|----------------|--------------|
| | Permanent | Temporary |
| Residential | 0.593 | 0.403 |
| Commercial | 0.533 | 0.218 |
| Agricultural | | |
| Forest | 0.301 | 0.488 |
| Wetlands | | |
| Other: Industrial | 0.823 | 0.251 |
| Other: Railroad | 0.000 | 0.095 |
| TOTAL | 2.250 | 1.455 |

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.

Existing public ROW occurs along Fountain Drive and Crescent Road, varying in width from approximately 25 feet along portions of those roadways to 250 feet near their intersection.

New permanent ROW is required north of the Indiana Railroad, on both sides of Fountain Drive, and on the east side of Crescent Road to allow space to construct and permanently maintain the preferred alternative. Additional temporary ROW will be necessary for driveway reconstruction and other ancillary activities during construction such as equipment access.

Current land use where permanent ROW will be acquired north of the Indiana Railroad consists of a forested area in a depression that is currently used as a drainage detention facility. Current use where permanent and temporary ROW will be acquired along Fountain Drive and Crescent Road consists of a mix of commercial, industrial, and residential properties. Areas outside sidewalk, driveways, and other built features on those properties consists primarily of mowed landscaped areas with some trees.

The project requires approximately 2.250 acres of permanent right-of-way (ROW). Land use of the ROW that will be acquired consists of residential (0.593 acre), commercial (0.533 acre), forest (0.301 acre), and industrial (0.823 acre). The project also requires approximately 1.455 acre of temporary ROW. Land use of the temporary ROW consists of residential (0.403 acre), commercial (0.218 acre), forest (0.488 acre), industrial (0.251 acre), and the Indiana Railroad rail line corridor (0.095 acre) as shown in Appendix B, pages B-21 to B-30. Approximately 0.652 acre of total permanent ROW would be reacquired, but this acreage is included in the analysis of land use impacts for this environmental document. ROW acquisition is expected to begin once the NEPA process is completed.

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.

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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 to project recipients on April 24, 2019, April 25, 2019, and May 21, 2019 (Appendix C, pages C-1 to C-4). Online coordination via regulatory websites occurred on July 9, 2019 and July 15, 2019 and responses are included in Appendix C, pages C-5 to C-54.

| Agency | Date Sent | Date of Response(s) | Appendix |
|--|-----------|----------------------|--------------------------------|
| Bloomington Fire Department | 5/21/2019 | No response received | N/A |
| Bloomington Historic Preservation Commission | 5/21/2019 | No response received | N/A |
| Bloomington Police Department | 5/21/2019 | No response received | N/A |
| Bloomington MS4 Coordinator | 4/25/2019 | No response received | N/A |
| Bloomington Restorations, Inc. | 5/21/2019 | 5/23/2019 | Appendix C, page C-11 |
| Federal Highway Administration (FHWA) | 4/25/2019 | No response received | N/A |
| Indiana Department of Environmental Management (IDEM) | 7/15/2019 | 7/15/2019 | Appendix C, pages C-18 to C-24 |
| IDEM - Groundwater Section (Wellhead Protection) | 7/09/2019 | 7/17/2019 | Appendix C, page C-17 |
| Indiana Department of Natural Resources (IDNR) - Division of Fish and Wildlife (DFW) | 4/24/2019 | 5/24/2019 | Appendix C, pages C-12 to C-15 |
| INDOT - Office of Aviation | 4/25/2019 | No response received | N/A |
| INDOT - Public Hearings | 5/21/2019 | 6/14/2019 | Appendix C, page C-16 |
| INDOT - Seymour District | 4/24/2019 | No response received | N/A |
| Indiana Geological Survey | 4/25/2019 | 4/25/2019 | Appendix C, pages C-5 to C-7 |
| Metropolitan Planning Organization (MPO) - Bloomington/Monroe County | 5/21/2019 | No response received | N/A |
| Monroe County History Center | 5/21/2019 | No response received | N/A |
| National Park Service (NPS) - Midwest Regional Office | 5/21/2019 | No response received | N/A |
| U.S. Army Corps of Engineers (USACE) - Louisville District | 4/25/2019 | No response received | N/A |
| U.S. Department of Agriculture (USDA) - National Resources Conservation Service (NRCS) | 4/25/2019 | 5/8/2019 | Appendix C, page C-10 |
| U.S. Department of Housing & Urban Development (HUD) - Chicago Regional Office | 4/25/2019 | No response received | N/A |
| U.S. Fish and Wildlife Service (USFWS) - Bloomington Field Office | 4/24/2019 | 4/25/2019 | Appendix C, pages C-8 to C-9 |
| U.S. Forest Service - Hoosier National Forest | 4/25/2019 | No response received | N/A |

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All applicable recommendations are included in the Environmental Commitments section of this CE document.

SECTION B – ECOLOGICAL RESOURCES:

Streams, Rivers, Watercourses & Other Jurisdictional Features

- Federal Wild and Scenic Rivers
- State Natural, Scenic or Recreational Rivers
- Nationwide Rivers Inventory (NRI) listed
- Outstanding Rivers List for Indiana
- Navigable Waterways

| <u>Presence</u> | <u>Impacts</u> | |
|-----------------|----------------|----|
| | Yes | No |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |

Total stream(s) in project area: 0 Linear feet Total impacted stream(s): N/A Linear feet

| Stream Name | Classification | Total Size in Project Area (linear feet) | Impacted linear feet | Comments (i.e. location, flow direction, likely Water of the US, appendix reference) |
|-------------|----------------|--|----------------------|--|
| N/A | | | | |

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 subject to federal or state jurisdiction. Discuss measures to avoid, minimize, and mitigate if impacts will occur.

Based on the desktop review, the aerial map of the project area, and the Red Flag Investigation (RFI) report (Appendix E, page E-3) there are two streams, rivers, watercourse, or other jurisdictional features within the 0.5-mile search radius. That number was confirmed by the site visit on July 23, 2019 by Little River Consultants, LLC (Little River) and AZTEC. No streams, rivers, watercourses, or other jurisdictional features are present within or adjacent to the project area; therefore, no impacts are expected.

A *Waters of the U.S. Determination / Wetland Delineation Report* was completed for the project on September 27, 2019. Please refer to Appendix F, pages F-2 to F-32 for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that no streams, rivers, watercourse, or jurisdictional features are present in the survey area; therefore, no impacts are expected.

The IDNR-DFW responded on May 4, 2019 with recommendations to avoid or minimize impacts to riparian habitat (Appendix C, pages C-12 to C-15). An automated letter was generated from the IDEM website on July 15, 2019 and noted no specific concerns about watercourses in the area (Appendix C, pages C-18 to C-24). All applicable recommendations are included in the Environmental Commitments section of this CE document.

Open Water Feature(s)

- Reservoirs
- Lakes
- Farm Ponds
- Retention/Detention Basin
- Storm Water Management Facilities
- Other: _____

| <u>Presence</u> | <u>Impacts</u> | |
|-----------------|----------------|----|
| | Yes | No |
| | | |
| | | |
| X | X | |
| | | |
| | | |

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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 subject to federal or state jurisdiction. Discuss measures to avoid, minimize, and mitigate if impacts will occur.

Based on the desktop review, the aerial map of the project area, and the RFI report (Appendix E, pages E-3), there are 11 open water features within the 0.5-mile search radius. That number was confirmed by the site visit on July 23, 2019 by Little River and AZTEC. There is one open water feature present within the project area, the existing detention basin north of the Indiana Railroad.

A *Waters of the U.S. Determination / Wetland Delineation Report* was completed for the project on September 27, 2019. Please refer to Appendix F, pages F-2 to F-32 for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that the existing detention basin is not a jurisdictional feature and no other open water features are present in the survey area.

The primary means of existing stormwater management within the project area is a system of pipes that convey stormwater to roadside swales. The roadside swales drain to the south to the existing detention basin just north of the Indiana Railroad near Adams Street. The project will add a new closed pipe storm water system throughout the project area.

The southern part of the system will collect storm water from the area south of the Crescent Road / Fountain Drive intersection and convey it to the south via closed pipe to the existing detention basin north of the Indiana Railroad. The project will clear the existing detention basin of trees and regrade it to accommodate storm water collected by the new system and replace the existing inlet and outlet pipes and associated structures.

The northern part of the system will collect storm water from the Crescent Road / Fountain Drive intersection area and convey it north via closed pipe to a pollutant trap before being outlet into a sinkhole east of Crescent Road north of the intersection. Refer to the Geological and Mineral Resources sub-section below for more detail regarding karst features.

An automated letter was generated from the IDEM website on July 15, 2019 and noted no specific concerns about open water features in the area (Appendix C, pages C-18 to C-24). All applicable recommendations are included in the Environmental Commitments section of this CE document.

| | | | | | |
|---------------------|-----------------|--------------------------|------------------------------|--------------------------|--------------------------|
| | <u>Presence</u> | <input type="checkbox"/> | <u>Impacts</u> | <input type="checkbox"/> | <input type="checkbox"/> |
| Wetlands | | | Yes | No | |
| Total wetland area: | <u>0</u> | Acre(s) | Total wetland area impacted: | <u>N/A</u> | Acre(s) |

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

| Wetland No. | Classification | Total Size (Acres) | Impacted Acres | Comments (i.e. location, likely Water of the US, appendix reference) |
|-------------|----------------|--------------------|----------------|--|
| N/A | | | | |

| | | |
|---------------------------------------|-------------------------------------|----------------------------------|
| Wetlands (Mark all that apply) | <u>Documentation</u> | <u>ESD Approval Dates</u> |
| Wetland Determination | <input checked="" type="checkbox"/> | <input type="text" value="N/A"/> |
| Wetland Delineation | <input checked="" type="checkbox"/> | <input type="text" value="N/A"/> |
| USACE Isolated Waters Determination | <input type="checkbox"/> | <input type="text"/> |

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; | <input type="checkbox"/> |
| Substantially increased project costs; | <input type="checkbox"/> |
| Unique engineering, traffic, maintenance, or safety problems; | <input type="checkbox"/> |
| Substantial adverse social, economic, or environmental impacts, or | <input type="checkbox"/> |
| The project not meeting the identified needs. | <input type="checkbox"/> |

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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 subject to federal or state jurisdiction. Discuss measures to avoid, minimize, and mitigate if impacts will occur.

Based on the desktop review, the aerial map of the project area, and the RFI report (Appendix E, page E-3) there are 5 wetlands within the 0.5-mile search radius. That number was confirmed by the site visit on July 23, 2019 by Little River and AZTEC, and a review of the National Wetlands Inventory (NWI) online mapper (<https://www.fws.gov/wetlands/data/Mapper.html>). No wetlands are present within or adjacent to the project area; therefore, no impacts are expected.

A *Waters of the U.S. Determination / Wetland Delineation Report* was completed for the project on September 27, 2019. Please refer to Appendix F, pages F-2 to F-32 for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that no wetlands are present in the survey area; therefore, no impacts are expected.

An automated letter was generated from the IDEM website on July 15, 2019 and noted no specific concerns about wetlands in the area (Appendix C, pages C-18 to C-24). All applicable recommendations are included in the Environmental Commitments section of this CE document.

| | | | |
|----------------------------|-------------------------------------|-------------------------------------|--------------------------|
| | <u>Presence</u> | <u>Impacts</u> | |
| | | Yes | No |
| Terrestrial Habitat | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Total terrestrial habitat in project area: 1.00 Acre(s) Total tree clearing: 0.96 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.

Based on a desktop review, a site visit on March 1, 2018 and July 23, 2019 by Little River and AZTEC, and the aerial map of the project area (Appendix B, pages B-2 to B-3), there are several small, forested areas within the project area. The forested areas are predominantly beech (*Fagus sp.*), oak (*Quercus sp.*), and maple (*Acer sp.*) species. Four shagbark hickory (*Carya ovata*) trees were identified in those forested areas.

Tree removal, including the removal of two shagbark hickory, will occur north of the Indiana Railroad for the construction of the B-Line Trail and grading the detention basin, and east of Fountain Drive for construction of the multiuse path. In total, the project will result in 0.96 acre of tree removal.

Tree removal cannot be completely avoided. The extension of the B-Line Trail crosses the wooded lot north of the railroad because the current terminus of the B-Line Trail at Adams Street is north of the railroad. Realigning the B-Line Trail to south of the railroad would still require tree removal while also requiring two new railroad crossings that would create a safety concern. In addition, the project makes use of the existing detention basin with some modification rather than construction of a new basin, which would increase the amount of ROW required as well as the overall project footprint. However, the existing basin will need to be cleared of trees so that it can be re-graded.

Approximately 0.82 acre of tree removal will occur within 100 ft of existing roadway or rail, while approximately 0.14 acre of removal will occur greater than 100 ft from the existing roadway or rail. As discussed in the Protected Species subsection below, mitigation will be required for the 0.14 acre of tree removal that will occur greater than 100 feet from existing roadway or rail.

The IDNR-DFW responded on May 24, 2019 with recommendations to avoid or minimize impacts regarding the clearing of vegetation (Appendix C, pages C-12 to C-15). An automated letter was generated from the IDEM website on July 15, 2019 and noted no concerns about terrestrial habitat in the area. All applicable recommendations are included in the Environmental Commitments section of this CE document.

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Protected Species

Federally Listed Bats

Information for Planning and Consultation (IPaC) determination key completed
 Section 7 informal consultation completed (IPaC cannot be completed)
 Section 7 formal consultation Biological Assessment (BA) required

| Yes | No |
|-------------------------------------|-------------------------------------|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Determination Received for Listed Bats from USFWS: NE NLAA LAA

Other Species not included in IPaC

Additional federal species found in project area (based on IPaC species list)
 State species (not bird) found in project area (based upon consultation with IDNR)

| Yes | No |
|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Migratory Birds

Known usage or presence of birds (i.e. nests)
 State bird species based upon coordination with IDNR

| Yes | No |
|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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.

Based on a desktop review and the RFI report (Appendix E, page E-7) completed by AZTEC on May 29, 2020, the IDNR Monroe County Endangered, Threatened and Rare (ETR) Species List has been checked. According to the IDNR-DFW early coordination response letter dated May 24, 2019 (Appendix C, pages C-12 to C-15), the Natural Heritage Program's Database has been checked. No plant or animal species listed as state or federally threatened, endangered, or rare had been reported to occur in the project vicinity. The IDNR-DFW response included recommendations to avoid or minimize impacts to riparian habitat, karst features, and the clearing of vegetation.

Federally Listed Species - Indiana Bat and Northern Long-Eared Bat

Project information was submitted through the USFWS's Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C, pages C-26 to C-32). The project is within range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (NLEB) (*Myotis septentrionalis*). No additional species were generated in the IPaC species list other than the Indiana bat and northern long-eared bat.

The project qualified and completed *Limited Formal Programmatic Consultation* for the Indiana bat and northern long-eared bat (NLEB) due to tree clearing that will occur greater than 100 feet from existing roadway or rail and within Indiana bat critical habitat. An effect determination key was completed on August 17, 2020, and based on the responses provided, the project was found to "May Affect – Likely to Adversely Affect (MA-LAA)" the Indiana bat and/or the NLEB (Appendix C, pages C-36 to C-50).

The primary potential impact to these bat species is removing approximately 0.96 acre(s) of suitable habitat in the form of trees as well as installation of new lighting. Tree removal will primarily occur in the forested area just north of the Indiana Railroad for construction of a segment of the new path, as well as clearing and re-grading the existing detention basin to accommodate the storm water collected by the project's new storm water system. Lighting will be installed along that segment of the path for safety due to the lack of existing lighting in that area.

These primary potential impacts cannot be completely avoided. The new path crosses the wooded lot north of the railroad because the current terminus of the B-Line trail at Adams street is north of the railroad. Realigning the trail to south of the railroad would still require tree removal while also requiring 2 new railroad crossings that would create a safety concern. In addition, the project makes use of the existing detention basin with some modification rather than construction of a new basin, which would increase the amount of ROW required as well as the overall project footprint. However, the existing basin will need to be cleared of trees so that it can be re-graded.

INDOT verified the effect finding and submitted to USFWS on August 18, 2020 (Appendix C, pages C-33 to C-35). On August 19, 2020, USFWS issued a concurrence letter with the "May Affect – Likely to Adversely Affect" finding (Appendix C, pages C-50 to 54). The project's potential impacts to listed bat species will be minimized by limiting tree removal to the inactive bat period between November 15 and March 31 and by implementing the following Avoidance and Minimization Measures (AMMs) identified via the IPaC:

- General AMM #1

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- Hibernacula AMM #1
- Lighting AMM #2
- Tree Removal AMM #1
- Tree Removal AMM #3

Avoidance and Minimization Measures (AMMs) and/or commitments are included as firm commitments in the Environmental Commitments section of this document.

Additionally, a "Reinitiation Notice" is required if: more than 0.14 acre of suitable habitat is to be cleared; new information about listed species is encountered; the project is modified in a manner that causes an effect to the listed species; or a new species or critical habitat is listed that the project may affect. These requirements, and the Avoidance and Minimizations Measures (AMMs) from the IPaC, are included as firm commitments for this project.

INDOT shall satisfy the compensatory mitigation requirements of the formal consultation with USFWS through one of the conservation options outlined on page 41 of the May 20, 2016 *Programmatic Biological Opinion for Transportation Projects in the Range of the Indiana bat and NLEB*. The amount to be paid to the Range-wide In-lieu Fee Program, to be administered by The Conservation Fund, shall be \$2,260.02. This amount was determined by the Habitat Block Method. The area of suitable habitat to be cleared, multiplied by the mitigation ratio for inactive season tree clearing for Monroe County, and the compensatory price per acre; 0.14 acre X 1.5 X \$10,762.

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

Project located within the Potential Karst Features Area of Indiana
 Karst features identified within or adjacent to the project area
 Oil/gas or exploration/abandoned wells identified in the project area

| Yes | No |
|----------|----------|
| X | |
| X | |
| | X |

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

Discuss if project is located in Potential Karst Features Area of Indiana 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. Describe if any impacts will occur to any karst features. Include discussion of karst study/report was completed and results. (Karst investigation must comply with the current Karst MOU and coordinated and reviewed by INDOT EWPO)

Based on a desktop review, the project is located inside the designated karst region of Indiana as outlined in the October 13, 1993 Karst Memorandum of Understanding (MOU). According to the topo map of the project area (Appendix B, page B-2), and the RFI report (Appendix E, pages E-3), there are karst features identified within or adjacent to the project area. Four karst springs and 1 sinkhole area were identified within the 0.5-mile search radius.

A karst survey conducted on March 6, 2018 by Hydrogeology, Inc. (HGI) identified 7 sinkholes within the project vicinity, Sinkholes B-1 through B-17 (Appendix I, pages I-1 to I-23). Four sinkholes, Sinkholes B-2, B-3, B-6, and B-7, are immediately adjacent to the construction limits. None of the sinkholes will be directly impacted by the project because no work will occur within the last closed topographic contour of any of the sinkholes. Earthwork limits for the path between the Indiana Railroad and 11th Street were adjusted to avoid impacting Sinkholes B-2 and B-3. However, the project has the potential to indirectly impact these karst features via polluted storm water runoff to sinkholes both during and after construction.

The City is not a signatory of the Karst MOU and is therefore not bound by the stipulations contained in the MOU. However, karst features will be protected with appropriate erosion, sediment, and pollution control features in accordance with the recommendations provided in HGI's report.

South of the Crescent Road / Fountain Drive intersection, the project has been designed such that storm water will drain away from adjacent karst features to the new storm water system that will convey it south to the drainage basin north of the Indiana Railroad. North of the intersection, the new storm water system will collect storm water from the Crescent Road / Fountain Drive intersection area and convey it north to be discharged into Sinkhole B-7. However, a pollutant trap such as an Aqua-Swirl AS-X or similar will be installed near the outlet to remove pollutants from storm water before it is discharged into the sinkhole as indicated on the project plans.

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During construction, karst features will be protected from polluted storm water runoff by installing silt fence or other acceptable storm water Best Management Practices (BMPs) between work areas and the 4 sinkholes immediately adjacent to the construction limits. Refer to Appendix B, pages B-32 to B-34 for erosion control shown on plans for karst features. This avoidance and minimization measure is included as a firm commitment in the Environmental Commitments section of this CE document.

In the early coordination response on April 25, 2019, the Indiana Geological and Water Survey (IGWS) did indicate that karst features may exist in the project area (Appendix C, pages C-5 to C-7). Response from IGWS has been communicated to the designer on April 25, 2019.

SECTION C – OTHER RESOURCES

Drinking Water Resources

- Wellhead Protection Area(s)
- Source Water Protection Area(s)
- Water Well(s)
- Urbanized Area Boundary
- Public Water System(s)

Presence

| |
|----------|
| |
| |
| |
| X |
| X |

Impacts

| Yes | No |
|----------|----------|
| | |
| | |
| | X |
| X | |

- Is the project located in the St. Joseph Sole Source Aquifer (SSA):
- If Yes, is the FHWA/EPA SSA MOU Applicable?
- If Yes, is a Groundwater Assessment Required?

| Yes | No |
|-----|----------|
| | X |
| | |
| | |

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.

The project is located in Monroe 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.

The Indiana Department of Environmental Management's Wellhead Proximity Determinator website (<http://www.in.gov/idem/cleanwater/pages/wellhead/>) was accessed on July 9, 2019 by AZTEC. This project is not located within a Wellhead Protection Area or Source Water Area. In an early coordination letter dated July 9, 2019, IDEM stated the project is not locate within a wellhead area (Appendix C, page C-17). No impacts are expected.

The Indiana Department of Natural Resources Water Well Record Database website (<https://www.in.gov/dnr/water/3595.htm>) was accessed on July 15, 2019 by AZTEC. No wells are located near this project. Therefore, no impacts are expected.

Based on a desktop review of the INDOT MS4 website (<https://entapps.indot.in.gov/MS4/>) by AZTEC on April 24, 2019 this project is located in an Urban Area Boundary (UAB). An early coordination letter was sent on April 24, 2019 to the Bloomington-Monroe County MS4 Coordinator. The MS4 coordinator did not respond within the 30-day time frame.

Based on a desktop review, a site visit on July 23, 2019 by AZTEC, and the aerial map of the project area (Appendix B, pages B-2 to B-3) this project is located where there is a public water system. The public water system will be affected because there are existing City of Bloomington Utilities (CBU) water lines in the project area that will require relocation due to conflicts with the project's new storm water drainage system structures.

Early coordination with CBU occurred via phone call. Avoidance alternatives are not practicable because the proposed storm water drainage system conflicts with the water utility lines. Additionally, CBU expressed a wish to avoid future maintenance and access issues with existing water utilities and determined the existing water utility lines should be relocated. The water lines will be relocated either just prior to or during construction of this project. However, the water lines will be relocated such that no service disruptions are required.

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| Floodplains | <u>Presence</u> | <u>Impacts</u> | |
|---|--------------------------|--------------------------|--------------------------|
| | | <u>Yes</u> | <u>No</u> |
| Project located within a regulated floodplain | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Longitudinal encroachment | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Transverse encroachment | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Homes located in floodplain within 1000' up/downstream from project | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

If applicable, indicate the Floodplain Level?

Level 1 Level 2 Level 3 Level 4 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.

The Indiana Department of Natural Resources Indiana Floodway Information Portal website (<http://dnrmmaps.dnr.in.gov/appsphp/fdms/>) was accessed on July 17, 2019 by AZTEC. This project is not located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix F, page F-1). Therefore, it does not fall within the guidelines for the implementation of 23 CFR 650, 23 CFR 771, and 44 CFR. No impacts are expected.

| Farmland | <u>Presence</u> | <u>Impacts</u> | |
|---------------------------|--------------------------|--------------------------|--------------------------|
| | | <u>Yes</u> | <u>No</u> |
| Agricultural Lands | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Prime Farmland (per NRCS) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Total Points (from Section VII of CPA-106/AD-1006*) _____
 *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.

Based on a desktop review, a site visit on March 1, 2018 and July 23, 2019 by Little River and AZTEC and the aerial map of the project area (Appendix B, pages B-2 to B-3), there is no land that meets the definition of farmland under the Farmland Protection Policy Act (FPPA) within or adjacent to the project area. The requirements of the FPPA do not apply to this project; therefore, no impacts are expected. An early coordination letter and NRCS-AD-1006 form was sent on April 25, 2019 to the Natural Resources Conservation Services (NRCS). In a letter dated May 8, 2019, the NRCS stated the proposed project will not cause a conversion of prime farmland (Appendix C, page C-10).

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SECTION D – CULTURAL RESOURCES

Minor Projects PA **Category(ies) and Type(s)** **INDOT Approval Date(s)** **N/A**

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)

- 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:

| |
|-------------------------------------|
| <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> |
| <input type="checkbox"/> |
| <input checked="" type="checkbox"/> |
| <input type="checkbox"/> |
| <input type="checkbox"/> |

ESD Approval Date(s)

| |
|--|
| |
| |
| |
| |
| |
| |
| |

SHPO Approval Date(s)

| |
|----------------------|
| 7/06/2020; Pending |
| Pending |
| 7/06/2020 |
| |
| 3/24/2020; 8/28/2020 |
| |
| |

Memorandum of Agreement (MOA)

MOA Signature Dates (List all signatories)

| |
|--|
| |
|--|

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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.

Area of Potential Effect (APE)

The above-ground APE for the project includes all properties within and adjacent to the area of direct impact (project construction limits, ROW, and temporary construction easements) and properties within the viewshed of the project where construction activities could cause a potential visual and auditory impact (Appendix D, page D-17). The archaeological APE is defined as the project's survey area and includes all of the proposed ROW (permanent and temporary) and easements required for the undertaking (Appendix D, pages D-18 to D-20).

Coordination with Consulting Parties

Section 106 consultation was initiated on September 17, 2019. For a list of Section 106 consulting parties see Appendix D, page D-34. Indiana Landmarks (Central Regional Office) accepted the consulting party invitation. The SHPO, in their October 3, 2019 response requested the Monroe County Historic Preservation Board of Review, the Downtown Bloomington Commission, and the property owners of 2102 Fountain Drive be invited to join consultation. No tribal consulting parties responded.

A Phase Ia archaeological study was distributed to consulting parties, including those parties requested by the SHPO, on February 25, 2020. Indiana Landmarks responded on February 27, 2020 describing the nature of their protective covenant on 2102 Fountain Drive and their opinion the property is eligible for inclusion in the National Register of Historic Places (NRHP).

SHPO concurred with the findings of the archaeological study on March 24, 2020. The Historic Properties Report (HPR) was distributed to consulting parties, including the property owners of 2102 Fountain Drive, on June 22, 2020. Indiana Landmarks responded on June 25, 2020 proposing a correction to the description of the protective covenant on 2102 Fountain Drive, their interest in reviewing the upcoming Effects Report and continued involvement in the Section 106 process. In a letter dated July 6, 2020, the SHPO concurred with the defined APE and conclusions made in the HPR. The SHPO also stated their interest in knowing if any right-of-way will be taken from the historic properties, and how any impacts to the stone wall would be remedied.

An Addendum Phase Ia archaeological study was distributed to consulting parties, including the originally invited tribal consulting parties plus the Shawnee Tribe by INDOT CRO, on July 31, 2020. SHPO concurred with the findings of the addendum archaeological study on August 28, 2020.

An Effects Letter was distributed to consulting parties on October 16, 2020. Indiana Landmarks responded on October 26, 2020; the SHPO responded on November 9, 2020. Both parties expressed concerns about potential adverse effects to the stone wall at 2102 Fountain Drive due to construction activities. In their letter, the SHPO concurred with the finding in the Effects Letter that the Bloomington West Side Historic District will not be adversely affected by this project.

A virtual meeting held on January 11, 2021 between INDOT CRO, AZTEC, and the City of Bloomington agreed to commitments that would prevent adverse effects to the stone wall at 2102 Fountain Drive during construction. Historic Property Commitments were drafted, with stipulations for procedures to ensure the protection of the historic resource, including graphics which delineate the limits of the multiuse path footprint and associated construction activities in the vicinity of the stone wall (Appendix D, pages D-91 to D-94). The commitments will be included in the contract bid documents or All Commitments Report, depending on the mechanism through which the project will be bid. Furthermore, the project plans have a call-out referencing the Historic Property Commitments. A copy of the commitments was brought to the SHPO's attention by INDOT CRO. On January 21, 2021 INDOT CRO informed AZTEC that the commitments address the SHPO's concerns. The Finding and 800.11 documentation was distributed to consulting parties on March 24, 2021.

Archaeology

Green3, LLC (Green3) completed a Phase Ia Archaeological Study and Addendum Phase Ia Archaeological Study for the project. Both studies located no archaeological resources in the project area. In addition, both studies recommended that the project be allowed to proceed as planned.

Historic Properties

Bloomington West Side Historic District: The Bloomington West Side Historic District is a large district with residential, commercial, and industrial resources extending west from Downtown Bloomington. The period of significance for the district is defined as 1850-1946. The oldest houses in this district exhibit a variety of architectural styles, such as Italianate, Greek Revival, Federal, and Queen Anne, but most houses built after 1900 are modest one-story vernacular homes in working-class neighborhoods. Common vernacular designs that are represented include the Gabled-ell Cottage, Pyramidal Cottage, and Shotgun house. The resources of

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the district also convey a sense of the changes in demographics and the municipal development of Bloomington in the early 20th century. The construction of the Showers Bros. Furniture Factory and other industrial plans in the West Side spurred the construction of modest housing for factory workers. The district includes many historically black neighborhoods. The Bloomington West Side Historic District has been listed on the National Register since 1997, remaining eligible under Criterion A and C.

House at 2102 Fountain Drive: The house at 2102 Fountain Drive built circa 1890, is one of the oldest buildings in the northwest corner of Bloomington and is an outstanding example of vernacular Victorian architecture. The property is eligible for inclusion in the National Register under Criterion C for its architectural design.

Documentation Finding

Bloomington West Side Historic District:

The undertaking will have "No Adverse Effect" on the Bloomington West Side Historic District.

House at 2102 Fountain Drive:

The undertaking will have "No Adverse Effect" on the house at 2102 Fountain Drive.

Public Involvement

In accordance with the National Historic Preservation Act, a public notice was published on March 28, 2021 in the *Herald Times* paper, seeking the views of the public regarding the effect of the project on the historic elements as per 36 CFR 800.2(d), 800.3(e) and 800.6(a)(4). The comment period will end April 27, 2021. This section will be updated.

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

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

Evaluations Prepared

| | |
|---|-------------------------------------|
| Programmatic Section 4(f) | <input type="checkbox"/> |
| "De minimis" Impact | <input type="checkbox"/> |
| Individual Section 4(f) | <input type="checkbox"/> |
| Any exception included in 23 CFR 774.13 | <input checked="" type="checkbox"/> |

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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.

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, pages B-2 to B-5), and the RFI report (Appendix E, pages E-1 to E-18), there are two potential 4(f) resources located within the 0.5-mile search radius. According to additional research, the Historic Property Report (Solliday and Langan, 2020), and site visits in November 2018 and April 2019 by a Qualified Professional (QP) historian, there are two historic properties qualifying as Section 4(f) resources located within or adjacent to the project area. These resources are the Bloomington West Side Historic District and the historic property at 2102 Fountain Drive.

Bloomington West Side Historic District (NR-1281)

The Bloomington West Side Historic District is National Register-listed and thus eligible for protection under Section 4(f). This undertaking will not convert property from the Bloomington West Side Historic District, a Section 4(f) historic property, to a transportation use. INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect"; therefore, no Section 4(f) evaluation is required for the Bloomington West Side Historic District.

2102 Fountain Drive (IHSSI No. 105-055-35565)

The house at 2102 Fountain Drive is an outstanding example of a Queen Anne Cottage that is significant for its vernacular Victorian architecture. The house is National Register-eligible under Criterion C; therefore, this property is eligible for protection under Section 4(f). This undertaking will temporarily occupy land from 2102 Fountain Drive, a Section 4(f) historic property. INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect." FHWA believes that the temporary occupancy will not constitute a Section 4(f) use because all of the conditions listed in 23 CFR 774.13(d) are satisfied:

1. Duration must be temporary, i.e., less than the time needed for construction of the project, and there should be no change in ownership of the land.
No permanent ROW will be acquired from within the historic property boundary. Approximately 936. 43 sq. ft. of temporary ROW will be needed from the historic property to update and regrade the 2102 Fountain Drive driveway in its existing location to meet current INDOT requirements.
2. Scope of the work must be minor, i.e., both the nature and the magnitude of the changes to the Section 4(f) property are minimal;
Changes to the property are minimal. The existing 2102 Fountain Drive driveway will be reconstructed within its existing footprint. This work includes removing the existing concrete approach and installing a new concrete approach between the road and back edge of the multiuse path. Approximately 20 feet of the driveway will be regraded with gravel, starting from the back edge of the new concrete approach in the direction towards the house.
3. There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis;
Project activities will not introduce any visual, atmospheric, or audible elements that would diminish the integrity of the elements of the property that contribute to its significance. The multiuse path will replace an existing modern sidewalk in front of the property. The existing modern roadway will be realigned further to the west to provide space for the multiuse path, which will shift the road away from the historic property. Minor changes in paving and landscaping will not introduce elements that diminish the integrity of the stone wall or the house. All existing above-ground resources, including the stone wall and the house, will be avoided through the realignment of Fountain Drive away from the property. Work in the vicinity of the stone wall will be required to adhere to limitations and precautions outlined in the written commitment regarding protection of the historic property (Appendix D, pages D-91 to D-94). No part of the property will be demolished or disturbed by project activities and no landscaping features will be removed.
4. The land being used must be fully restored, i.e., the property must be returned to a condition which is at least as good as that which existed prior to the project;
Disturbed areas on the property will be returned to preconstruction conditions.
5. There must be documented agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions.
This section will be updated after public involvement activities.

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Section 6(f) Involvement

Presence

Use

Section 6(f) Property

Yes

No

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.

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 non-recreation use.

A review of 6(f) properties on INDOT ESD website revealed a total of 22 properties in Monroe County (Appendix I, page I-24). 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?

Is the project located in an MPO Area?

Is the project in an air quality non-attainment or maintenance area?

If Yes, then:

Is the project in the most current MPO TIP?

Is the project exempt from conformity?

If No, then:

Is the project in the Transportation Plan (TP)?

Is a hot spot analysis required (CO/PM)?

Location in STIP:

FY 2020-2024, Page 461-462

Name of MPO (if applicable):

Bloomington-Monroe County MPO

Location in TIP (if applicable):

FY 2020-2024, Amendment 20-03, Page 28

Level of MSAT Analysis required?

Level 1a Level 1b 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.

This project is included in the Fiscal Year (FY) 2020 – 2024 Bloomington/Monroe County Metropolitan Planning Organization Transportation Improvement Program (MPO TIP) and FY 2020 – 2024 Statewide Transportation Improvement Program (STIP) Amendment 20-03 (Appendix H, pages H-1 to H-3).

This project is located in Monroe County, which is currently in attainment for all criteria pollutants according to the EPA Website (<https://www.epa.gov/green-book>) and the IDEM website (<https://www.in.gov/idem/airquality/2339.htm>). Therefore, the conformity procedures of 40 CFR Part 93 do not apply.

This project is of a type qualifying as a categorical exclusion (Group 1) under 23 CFR 771.117(c), or exempt under the Clean Air Act conformity rule under 40 CFR 93.126, and as such, a Mobile Source Air Toxics analysis is not required.

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SECTION G - NOISE

Noise

Yes No

Is a noise analysis required in accordance with FHWA regulations and INDOT's traffic noise policy?

Date Noise Analysis was approved/technically sufficient by INDOT ESD: _____

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.

This project is a Type III project. In accordance with 23 CFR 772 and the current *Indiana Department of Transportation Traffic Noise Analysis Procedure*, this action does not require a formal noise analysis.

SECTION H – COMMUNITY IMPACTS

Regional, Community & Neighborhood Factors

Yes No

Will the proposed action comply with the local/regional development patterns for the area?

Will the proposed action result in substantial impacts to community cohesion?

Will the proposed action result in substantial impacts to local tax base or property values?

Will construction activities impact community events (festivals, fairs, etc.)?

Does the community have an approved transition plan?

If No, are steps being made to advance the community's transition plan?

Does the project comply with the transition plan? (explain in the discussion below)

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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.

The City's Zoning Map assessed via website (<https://bloomington.in.gov/interactive/maps/zoningmap>) identifies five zoning districts classified as: Employment, Planned Unit Development, Mixed-use Employment, Mixed-use Institutional, and Residential Medium Lots within the project area. Development of these districts is likely to progress asynchronously; thus, disrupting the cohesion of the area, increasing vehicular traffic, and putting additional stress on the existing roadway infrastructure. This project will improve vehicular access and traffic capacity by re-configuring the Crescent Road and Fountain Drive intersection and upgrading the existing roadway. The project will also help cohesion of the area by eliminating the present gaps between pedestrian facilities, providing necessary connections between the different districts.

The City's 2015-2019 Consolidated Plan identified several objectives and outcomes for the City. One of the objectives is to improve infrastructure and specifically provide funding for pedestrian pathways including sidewalks, and multi-purpose pathways. This project will fulfill this objective by improving the existing roadway infrastructure and constructing a new multi-use path within the project corridor.

The project may have beneficial impacts to residential properties in the project area due to the addition of the multi-use path that will connect to the rest of the B-Line Trail system with other pedestrian facilities in the City of Bloomington. No substantial impacts to property values are anticipated. Permanent right-of-way acquired from properties will be assessed and bought at fair market value. Negative impacts to property owners and businesses within and adjacent to the project area will be minimal and will consist primarily of short-term construction impacts related to vehicular access and traffic delays. Therefore, this project will have minimal negative impacts to the community or local economy.

According to Indiana Festivals (<https://indianafestivals.org/>) accessed on February 26, 2021 and April 5, 2021 by AZTEC, only two festivals, Harrodsburg Heritage Days and Kiwanis Indiana Balloon Fest, are currently scheduled within Monroe County for May and September 2021, respectively. No information is available for festivals occurring during 2022. The Harrodsburg Heritage Days festival is located more than ten miles south of the project, outside of the City of Bloomington, in the Town of Harrodsburg. Detours will be available during construction; therefore, no impacts are expected to this festival in 2021 or 2022. The Kiwanis Indiana Balloon Fest will be located at the Monroe County Fairgrounds. Several events and fairs are currently scheduled for 2021 and are anticipated to be scheduled during 2022 at the Monroe County Fairgrounds according to the Monroe County Fairgrounds website (<https://www.monroecountyfairgrounds.in/events.html>). Multiple routes are available for festival attendees, and detours will be available during construction. Therefore, no impacts are expected to the Kiwanis Indiana Balloon Fest or other events and fairs scheduled for the Monroe County Fairgrounds in 2021 or 2022.

In the City's 2014 ADA Transition Plan, they state all of their future projects, which includes trails and sidewalks, will comply with Americans with Disabilities Act (ADA) and Public Right-of-way Accessibility Guidelines (PROWAG). The proposed project has been designed with ADA and PROWAG-compliant curb ramps, grading, and cross-slopes. In addition, the project will incorporate color contrast for the curb ramps at public street crossings, detectable warning plates, piano key crosswalks, and install lighting and benches along B-Line Trail extension.

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.

Based on a desktop review, the aerial map of the project area (Appendix B, pages B-2 to B-5), and the RFI report (Appendix E, pages E-1 to E-18) there are eleven public facilities within the 0.5-mile search radius. That number was confirmed by the site visit on July 23, 2019 by AZTEC. A Bloomington Transit bus stop and public sidewalk are present within or adjacent to the project area. In addition, the following utilities are present within or adjacent to the project area:

- Cable TV
- Electric
- Fiber Optic
- Gas
- Sewer
- Telephone
- Water

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The existing Bloomington Transit bus stop located at 2110 Fountain Drive will be relocated to Crescent Road just north of the Crescent Road / Fountain Drive intersection. A new bus stop will be placed on 11th Street, before the 11th Street and Fountain Drive intersection. Public transit impacts may consist of delays to bus routes that run through the project area. However, to minimize delays bus routes may be re-routed during the temporary closure of Fountain Drive and Crescent Road at their intersection. Buses will have the opportunity to follow the detour to the west via Lemon Lane and Gray Street (approximately 0.50 miles), and to the east via 17th Street, 14th Street, and 11th Street (approximately 1.34 miles).

Although some existing sidewalk is present, sidewalk is not continuous throughout the project area. Pedestrian access to much of the existing sidewalk along the path will be temporarily closed during construction of the path in that area, though pedestrian travel will generally still be available along the western side of Fountain Drive and Crescent Road opposite the path, where some sidewalk exists. Any sidewalk closures for MOT will be signed informing pedestrians that the sidewalk is closed and that there is no access through the work area after that point.

Utility relocations will be required; however, the relocations will be completed such that no service disruptions are required; therefore, no impacts are 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)

During the development of the project were EJ issues identified?

| | |
|-------------------------------------|-------------------------------------|
| Yes | No |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Does the project require an EJ analysis?

If YES, then:

Are any EJ populations located within the project area?

| | |
|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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 and adverse effect on EJ populations and explain your reasoning. If yes, describe actions to avoid, minimize and mitigate these effects.

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. Per the current INDOT Categorical Exclusion Manual, an Environmental Justice (EJ) Analysis is required for any project that has two or more relocations or 0.5 acre of additional permanent right-of-way. The project will not require relocations but will require 2.250 acres of permanent ROW and 1.455 acres of temporary ROW. Therefore, an EJ Analysis is required.

Potential EJ impacts are detected by locating minority and low-income populations relative to a reference population to determine if populations of EJ concern exists and whether there could be disproportionately high and adverse impacts to them. The reference population may be a county, city or town and is called the community of comparison (COC). In this project, the COC is Bloomington Township. The community that overlaps the project area is called the affected community (AC). In this project, there are two AC's. AC 1 is Census Tract 6.01 and AC 2 is Census Tract 6.02. An AC has a population of concern for EJ if the population is more than 50% minority or low-income or if the low-income or minority population is 125% of the COC. Data from the American Community Survey five-year estimates data (2015-2019) was obtained from the US Census Bureau Website (<https://data.census.gov/>) on January 28, 2021 by AZTEC. The data collected for minority and low-income populations within the ACs are summarized in the below table.

| Table: Minority and Low-Income Data (US Census Bureau 2015 - 2019) | | | |
|--|---|--|--|
| | COC – Bloomington Township, Monroe County, Indiana | AC 1 – Census Tract 6.01, Monroe County, Indiana | AC 2 – Census Tract 6.02, Monroe County, Indiana |
| MINORITY POPULATION | | | |
| Total Population | 46,349 | 3,942 | 3,676 |
| Minority Population | 9,857 | 901 | 905 |
| Percent Minority | 21.27% | 22.86% | 24.62% |
| 125% of COC | 25.75% | AC < 125% COC | AC < 125% COC |

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| | | | |
|---|--------|---------------|---------------|
| AC % Minority Greater than 125% of COC? | | No | No |
| AC % Minority Greater than 50%? | | No | No |
| EJ Population of Concern? | | No | No |
| LOW-INCOME POPULATION | | | |
| Total Population | 32,280 | 3,924 | 3,635 |
| Population Below Poverty Level | 14,266 | 1,812 | 1,652 |
| Percent Low-Income | 44.19% | 46.18% | 45.45% |
| 125% of COC | 55.24 | AC < 125% COC | AC < 125% COC |
| AC % Low-Income Greater than 125% of COC? | | No | No |
| AC % Low-Income Greater than 50%? | | No | No |
| EJ Population of Concern? | | No | No |

AC 1, Census Tract 6.01, has a percent minority of 22.86% which is below 50% and is below the 125% COC threshold. AC 2, Census Tract 6.02, has a percent minority of 24.62% which is below 50% and is below the 125% COC threshold. Therefore, both AC's do not contain minority populations of EJ concern.

AC 1, Census Tract 6.01, has a percent low-income of 46.18% which is below 50% and is below the 125% COC threshold. AC 2, Census Tract 6.02, has a percent low-income of 45.45% which is below 50% and is below the 125% COC threshold. Therefore, both AC's do not contain low-income populations of EJ concern.

Conclusion

The census data sheets, map, and calculations can be found in Appendix I, pages I-25 to I-42. Both ACs do not contain minority or low-income populations of EJ concern. No further environmental justice analysis is warranted.

Relocation of People, Businesses or Farms

Will the proposed action result in the relocation of people, businesses or farms?
Is a BIS or CSRS required?

| | |
|--------------------------|-------------------------------------|
| Yes | No |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <input type="checkbox"/> | <input type="checkbox"/> |

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 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)

- Red Flag Investigation (RFI)
- Phase I Environmental Site Assessment (Phase I ESA)
- Phase II Environmental Site Assessment (Phase II ESA)
- Design/Specifications for Remediation required?

Documentation

| |
|--------------------------|
| X |
| <input type="checkbox"/> |
| <input type="checkbox"/> |
| <input type="checkbox"/> |

Date RFI concurrence by INDOT SAM (if applicable): June 8, 2020

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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.

Based on a review of GIS and available public records, a RFI was concurred by INDOT SAM on June 8, 2020 (Appendix E, pages E-4 to E-7). Two Superfund sites are located within 0.5 mile of the project area. Seven Underground Storage Tank (UST) sites are located within 0.5 mile of the project area. Two Leaking Underground Storage Tank (LUST) sites are located within 0.5 mile of the project area. Three Brownfield sites are located within 0.5 mile of the project area. Seven Institutional Control sites are located within 0.5 mile of the project area. Seven NPDES Facilities are located within 0.5 mile of the project area.

Of the hazardous material concerns identified in the RFI, only 1 superfund site and 1 NPDES facility were determined to require further investigation.

Superfund Site

One superfund site could affect the project area. The Lemon Lane Landfill, Agency ID No. 42993, is 0.17 mile west of the project area. According to a file review conducted from the IDEM Virtual File Cabinet (VFC), the landfill was impacted with PCB-contaminated waste material, which in turn has impacted the shallow subsurface groundwater. The groundwater flow direction in the vicinity of the former landfill and for the project area has been determined to be to the southeast. Extensive work has been conducted associated with this project, including removal of over 80,000 tons of PCB-contaminated waste material, off-site incineration of over 4,000 PCB-laden capacitors, consolidation of remaining waste material, and placement of a Resource Conservation and Recovery (RCRA)-approved cap over the remaining material. This work was completed in December 2000, with ongoing groundwater monitoring continuing after this date. IDEM subsequently issued a letter dated October 19, 2016 stating that monitoring wells associated with the property were properly abandoned, with other remaining monitoring wells on the Lemon Lane Landfill property continuing to undergo quarterly sampling as well as surface water monitoring at eight spring and stream locations downgradient of the landfill (all as part of the Long-Term Groundwater Monitoring Plan [LTGMP]).

The EPA's Fourth Five-Year Review Report released on 5/18/2020 states the LTGMP was partially modified in May 2019, but quarterly sampling at several stations is still ongoing. Monitoring wells are not anticipated to be located within the project area; however, if wells are encountered in the project area, they should be maintained in place. If they cannot be maintained, then the contractor must contact the INDOT Project Manager who will notify the INDOT Permits Group for proper abandonment of the affected well(s).

Coordination with the IDEM Project Manager for the Superfund site occurred on March 17, 2021. The IDEM Project Manager verified that several monitoring wells for the superfund site have not been closed and are still active. AZTEC reviewed groundwater monitoring plans containing monitoring well location maps from the IDEM VFC and verified that there are no monitoring wells located near the project area. Therefore, no monitoring wells are anticipated to be located within the project area and no impacts to monitoring wells are expected.

NPDES Facility

One NPDES facility could affect the project area. The NPDES facility JB Salvage, Inc., West Side Auto Parts, IN0064751, is mapped at 1803 W Vernal Pike, adjacent to the project area (0.01 mile or 60 feet across Fountain Drive). The permit expires April 30, 2024. Coordination with JB Salvage, Inc., occurred on April 28, 2020. No response was received. Project activities near the NPDES Facility consist of constructing the multiuse path on the opposite side of Fountain Drive from the facility; therefore, no impacts to the NPDES Facility are expected.

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

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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)
- Other

IN Department of Environmental Management (401/Rule 5)

- Nationwide Permit (NWP)
- Regional General Permit (RGP)
- Individual Permit (IP)
- Isolated Wetlands
- Rule 5
- Other

IN Department of Natural Resources

- Construction in a Floodway
- Navigable Waterway Permit
- Other

Mitigation Required

US Coast Guard Section 9 Bridge Permit

Others (Please discuss in the discussion below)

| |
|-------------------------------------|
| <input type="checkbox"/> |
| <input checked="" type="checkbox"/> |
| <input type="checkbox"/> |
| <input type="checkbox"/> |
| <input type="checkbox"/> |
| <input type="checkbox"/> |
| <input type="checkbox"/> |
| <input type="checkbox"/> |
| <input type="checkbox"/> |
| <input type="checkbox"/> |

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

The project will involve more than 1.0 acre of ground disturbance; therefore, an IDEM Rule 5 Storm Water Runoff Permit will be required.

Applicable recommendations provided by resource agencies 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.

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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 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. Contractors must take care when handling dead or injured bats (regardless of species), and any other federally listed species that are found at the Project site in order to preserve biological material in the best possible condition and protect the handler from exposure to diseases, such as rabies. Project personnel are responsible for ensuring that any evidence about determining the cause of death or injury is not unnecessarily disturbed. Reporting the discovery of dead or injured listed species is required in all cases to enable the Service to determine whether the level of incidental take exempted by the BO is exceeded, and to ensure that the terms and conditions are appropriate and effective. Parties finding a dead, injured, or sick specimen of any bat (regardless of species), or other endangered or threatened species, must promptly notify the USFWS Bloomington Field Office at (812) 334-4261. (USFWS)
4. A "Reinitiation Notice" is required if: more than 0.14 acre of trees are to be cleared; the amount or extent of incidental take of Indiana bat is exceeded; new information about listed species is encountered; new species is listed or critical habitat designated that the project may affect; the project is modified in a manner that causes an effect to the listed species; or, new information reveals that the project may affect listed species or critical habitat in a manner not considered in the BO or the project information. (USFWS)
5. The INDOT Project Manager will assure that \$2,260.02 of Preliminary Engineering funds will be allocated to the Rangewide In-Lieu Fee Program, administered by The Conservation Fund, to resolve formal consultation under the Rangewide Programmatic (0.14 acre x 1.5 x \$10,762 = \$2,260.02). Payment shall be in process for Ready for Contracts (RFC) date. (INDOT-ESD, USFWS)
6. Apply time of year restrictions (April 1 to November 14) for tree removal when bats are not likely to be present. (USFWS, IDNR-DFW)
7. **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. (USFWS)
8. **Hibernacula AMM 1:** Ensure on-site personnel use best management practices, secondary containment measures, or other standard spill prevention and countermeasures to avoid impacts to possible hibernacula. Where practicable, a 300 foot buffer will be employed to separate fueling areas and other major containment risk activities from caves, sinkholes, losing streams, and springs in karst topography. (USFWS)
9. **Lighting AMM 2:** Ensure when installing new or replacing existing permanent lights, to use downward-facing, full cut-off lens lights (with same intensity or less for replacement lighting); or for those transportation agencies using the BUG system developed by the Illuminating Engineering Society, be as close to 0 for all three ratings with a priority of "uplight" of 0 and "backlight" as low as practicable. (USFWS)
10. **Tree Removal AMM 1:** Modify all phases/aspects of the project (e.g. temporary work areas, alignments) to avoid tree removal. (USFWS)
11. **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 any tree clearing to ensure contractors stay within clearing limits). (USFWS)
12. Silt fence or other acceptable storm water Best Management Practices (BMPs) will be placed between work areas and karst features during construction and until re-vegetation of the areas disturbed during construction has occurred.
13. If any potential karst features are discovered during ground clearing operations or excavation, the feature should be protected by erosion and sediment control measures and inspected by a karst expert.
14. **Historic Property Commitment 1:** Prior to construction, the contractor shall make a video recording of the stone wall documenting its current condition, a copy of which shall be delivered to the City Engineer.
15. **Historic Property Commitment 2:** A representative from the Indiana Department of Transportation Cultural Resources Office shall be invited to the pre-construction meeting for the project.
 - a. Contact: Clint Kelly, Historian, (317) 447-8707, ckelly1@indot.in.gov
16. **Historic Property Commitment 3:** The following shall be noted in the construction plans on sheets for work occurring in the vicinity of the wall:
 - a. Prior to construction, construction fencing shall be erected by the contractor at the right-of-way line in front of the stone wall and monitored daily for repair as necessary.

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- b. All personnel to be on site shall be notified by the contractor that the historic property and stone wall must be protected in place and that no work or access may occur inside the construction fencing.
17. **Historic Property Commitment 4:** Excavation within 1 foot of the stone wall shall be accomplished with hand tools only.
 18. **Historic Property Commitment 5:** Excavation within 5 feet of the stone wall shall be limited to a depth of 1 foot.
 19. **Historic Property Commitment 6:** No percussive equipment such as rock hammers, jack hammers, or other tools that may cause excessive shock or vibration shall be used within 5 feet of the stone wall.
 - a. Means and methods for sidewalk removal and path construction must be approved by the City Engineer; but may include methods such as saw cutting and/or backhoe bucket.
 20. **Historic Property Commitment 7:** A vibratory asphalt roller, that uses vibrations to compact asphalt, shall not be used when paving the multiuse path from Proposed Roadway Centerline "PR-AC" (Station 105+37.72 to 106+55.21) and trail alignment (Station 38+74.73 to 39+91.22).
 21. **Historic Property Commitment 8:** If it appears the stone wall is being damaged in any way due to construction activities, the contractor shall stop all work within 10 feet of the wall, protect the wall in place to prevent further damage, and notify the City Engineer, who will then notify the Indiana Department of Transportation Cultural Resources Office.
 22. **Historic Property Commitment 9:** Work shall not resume within 10 feet of the wall until the City Engineer, in coordination with the Indiana Department of Transportation Cultural Resources Office, has authorized work to continue.

For Further Consideration:

1. Recommend a mitigation plan be developed for any unavoidable habitat impacts that will occur. The mitigation site should be located as close to the impact site as possible and adjacent to existing forested riparian habitat. (IDNR-DFW)
2. Should any karst features be located within the construction limits or that may receive drainage from the construction, a karst assessment should be conducted by a qualified geologist to determine whether or not the karst feature/sinkhole is active. If a karst assessment is not conducted, any sinkhole that construction runoff may drain to should be assumed to be active. To protect active sinkholes (or those not assessed) the most protective erosion control methods should be implemented to avoid potentially impacting sensitive karst ecosystems (such as runoff containment and filtering prior to discharge). Construction should be avoided within 25' of the topmost closed contour of any active karst features. Where construction within the closed contours of a karst feature is unavoidable, runoff should be filtered prior to discharge. (IDNR-DFW)
3. Place the trail in or adjacent to existing right-of-ways where possible to minimize significant impacts to natural resource habitat. Also, utilize previously disturbed or degraded areas. Align the trail along or near existing man-made edges or areas that have the potential to be restored or enhanced by trail construction (i.e. railroad corridors), rather than routing the trail through previously undisturbed areas. (IDNR-DFW).
4. When designing or constructing a trail, disturb as narrow an area as possible to help minimize negative impacts. Where significant impacts to fish, wildlife or botanical resources are likely due to the trail's width, reduce the width to help avoid those impacts. ADA accessibility standards allow departures from the standards under certain conditions, including substantial harm to natural features, habitat, or vegetation. (IDNR-DFW)
5. Do not focus only on the direct impact of the trail's width; also consider the trail's impact to the surrounding habitat. (IDNR-DFW)
6. Avoid unnecessary stream crossings. Instead, make use of or modify existing stream crossings or avoid crossing the stream altogether. Where stream crossings are unavoidable, pedestrian bridges with supports/abutments placed no less than 10 feet landward from the tops of the banks on each side of the waterway are recommended. Alternatively, a three-sided culvert may be used. Three-sided culverts should be oversized to allow terrestrial wildlife movement along the creek on unsubmerged dry land at normal water levels. Box-culvert or pipe-culvert crossings are not recommended. (IDNR-DFW)
7. Trails designed to follow a stream's course must be placed outside the stream's forested riparian buffer. Also, do not place the trail along the tops of the banks of a forested creek. Avoid perpendicular fragmentation of riparian areas (streamside habitat). Where the stream has little or no forested riparian buffer, the trail should be no closer than 15 feet from the tops of the banks. (IDNR-DFW)
8. Avoid elements identified in the Natural Heritage Database; trails may negatively affect species that require specific natural conditions (vegetation, light levels, moisture, etc.) that are altered as a result of construction. Rare and high quality habitats, and wildlife habitats that possess high wildlife abundance and diversity, should be avoided by placing the trail around the habitat and screening it from the trail and trail users with a buffer of native vegetation or another method as discussed below. Wetlands and karst features are but two examples of areas to avoid. (IDNR-DFW)
9. Raised boardwalks should be constructed in wet areas or near wetlands (trails through wetlands are not recommended). A material such as composite decking should be used rather than treated wood which can leach elements toxic to aquatic life.
10. Screen wildlife habitat from the trail corridor. Vegetation, topography, and fences can help reduce the impact of noise and line of site disturbances of trail users on wildlife. Walls can create wildlife movement barriers and potential impacts must be considered. Native grass buffers (2 to 3 feet tall) are recommended along the edge of trails near habitat such as wetlands. (IDNR-DFW)
11. Lighting should only be used when absolutely necessary. Lighting in forested areas and along creeks, streams, and rivers

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- should be the lowest intensity feasible and shielded to cast light on the path and not diffused into surroundings to avoid disturbing wildlife circadian rhythms and disorienting night-migrating birds. (IDNR-DFW)
12. Any plantings in the riparian areas should be locally native species, not exotic species or horticultural varieties (e.g. "Autumn Blaze" Red Maple). A list of appropriate native woody and herbaceous vegetation can be provided upon request. (IDNR-DFW)
 13. Trail surfaces can have negative effects on surrounding natural areas and deter movement of some species across the trail. Some surface materials are more environmentally acceptable than others, such as mulch and mown grass which should be considered as the first options. Asphalt is not recommended as a trail surface in the floodway. The conventional maintenance for aging asphalt is to seal it with a blacktop or asphalt sealer. Research has shown that as these sealers break down over time, they move into the aquatic environment and are highly toxic to aquatic life. If asphalt is used then asphalt sealer should not be used for long-term maintenance and repair of the asphalt trail surface. In previously disturbed areas, concrete is an acceptable surface material, and porous concrete is preferred wherever it can be used. (IDNR-DFW)
 14. Shoulders should be constructed using unconsolidated materials where possible. In some situations, solid shoulders are necessary. In those cases, shoulders should be constructed using porous concrete. (IDNR-DFW)
 15. Trails that highlight natural resources should skirt the resource and utilize "pulloffs" at specific sites instead of letting the entire trail and traffic disturb the resource. (IDNR-DFW)
 16. Restrict below low-water work in streams to placement of culverts, piers, pilings and/or footings, shaping of the spill slopes around the bridge abutments, and placement of riprap. Culverts should span the active stream channel, should be either embedded or a 3-sided or open-arch culvert, and be installed where practicable on an essentially flat slope. When an open-bottomed culvert of arch is used in a stream, which has a good natural bottom substrate, such as gravel, cobbles and boulders, the existing substrate should be left undisturbed beneath the culvert to provide natural habitat for the aquatic community. (USFWS)
 17. Restrict channel work and vegetation clearing to the minimum necessary for installation of the stream crossing structure. (USFWS)
 18. Minimize the extent of hard armor (riprap) in bank stabilization by using bioengineering techniques whenever possible. If rip rap is utilized for bank stabilization, extend it below low-water elevation to provide aquatic habitat. (USFWS)
 19. Avoid all work within the inundated part of the stream channel (in perennial streams and larger intermittent streams) during the fish spawning season (April 1 to June 30), except for work within sealed structures such as caissons or cofferdams that were installed prior to the spawning season. No equipment shall be operated below Ordinary High Water Mark during this time unless the machinery is within the caissons or on the cofferdams. (USFWS)
 20. Evaluate wildlife crossings under bridge/culvert projects in appropriate situations. Suitable crossings include flat areas below bridge abutments with suitable ground cover, high water shelves in culverts, amphibian tunnels and diversion fencing. (USFWS)
 21. Any sinkhole within the construction limits, that cannot be avoided, and is not under pavement should receive an aggregate cap. (City of Bloomington)
 22. Any sinkhole under pavement should receive a concrete cap. (City of Bloomington)
 23. Monitoring wells are not anticipated to be located within the project area; however, if wells are encountered in the project area, they should be maintained in place. If they cannot be maintained, then the contractor must contact the INDOT Project Manager who will notify the INDOT Permits Group for proper abandonment of the affected well(s). (INDOT SAM)