

Indiana Department of Transportation

County Clark Route Riverside Drive Des. No. 1700725

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

Road No./County:	Riverside Drive/Clark County
Designation Number:	1700725
Project Description/Termini:	Riverside Drive Improvements from the Town limits to Ashland Park

After completing this form, I conclude that this project qualifies for the following type of Categorical Exclusion (FHWA must review/approve if Level 4 CE):

	Categorical Exclusion, Level 2 – The proposed action meets the criteria for Categorical Exclusion Manual Level 2 - table 1, CE Level Thresholds. Required Signatories: ESM (Environmental Scoping Manager)
	Categorical Exclusion, Level 3 – The proposed action meets the criteria for Categorical Exclusion Manual Level 3 - table 1, CE Level Thresholds. Required Signatories: ESM, ES (Environmental Services Division)
X	Categorical Exclusion, Level 4 – The proposed action meets the criteria for Categorical Exclusion Manual Level 4 - table 1, CE Level Thresholds. Required Signatories: ESM, ES, FHWA
	Environmental Assessment (EA) – EAs require a separate FONSI. Additional research and documentation is necessary to determine the effects on the environment. Required Signatories: ES, FHWA

Note: For documents prepared by or for Environmental Services Division, it is not necessary for the ESM of the district in which the project is located to release for public involvement or sign for approval.

Approval <u>N/A</u>		 <small>Digitally signed by Brandon Miller Date: 2020.08.21 13:49:43 -04'00'</small>	8/21/2020
ESM Signature	Date	ES Signature	Date

9/18/2020

_____ FHWA Signature	_____ Date
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Release for Public Involvement

N/A		 <small>ES Initials</small>	5/15/2020
ESM Initials	Date	ES Initials	Date

Certification of Public Involvement Office of Public Involvement	7/22/20 Date
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Note: Do not approve until after Section 106 public involvement and all other environmental requirements have been satisfied.

INDOT ES/District Env. Reviewer Signature:	Date: 8/21/2020
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Name and Organization of CE/EA Preparer: Jennifer Miller, Crawford, Murphy & Tilly, Inc.

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County Clark

Route Riverside Drive

Des. No. 1700725

Part I - PUBLIC INVOLVEMENT

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

	Yes	No
Does the project have a historic bridge processed under the Historic Bridges PA*?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If No, then:		
Opportunity for a Public Hearing Required?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

*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.

Remarks: Notice of entry letters were mailed to potentially affected property owners near the project area on August 16, 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 entry letter is included in Appendix G, page G-1.

To meet the public involvement requirements of Section 106, a legal notice of FHWA's finding of Adverse Effect was published in the *Jeffersonville News and Tribune* on October 9, 2019 offering the public an opportunity to submit comment pursuant to 36 CFR 800.2(d), 800.3(e), and 800.6(a)(4). The public comment period closed 30 days later on November 8, 2019. The text of the public notice and the affidavit of publication appear in Appendix D, pages 42-43. No comments were received.

The project meets 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 comment and/or request a public hearing. Therefore, a legal notice of public opportunity to submit comment and/or request a public hearing was advertised in the *Jeffersonville News and Tribune*; the notice appeared on May 26 and June 2, 2020. Notice of the formal comment period was mailed on May 27, 2020 to adjacent property owners. Copies of the publisher's affidavits including the text of the public notice, and the mailed notice and mailing list are found in Appendix G, pages G-3 to G-6. Preliminary design plans, the CE document, project renderings, and a comment form were available for review at the Town of Clarksville's website. Copies of these materials are found in Appendix G, pages G-7 to G-23.

No request for a public hearing was received. Eight comments were received, and a written response to all comments was posted on the Town of Clarksville's project website on May 29, 2020. One comment requested the purpose and need of the project. The purpose of the project as presented later in this document and a summary of the need elements were provided in the comment response. Other comments fell into two categories: those concerned with ownership of and access to individual properties, and those concerned with the viewshed from and integrity of the properties along the north side of Riverside Drive across from Ashland Park, including the historic residence at 519 Riverside Drive.

One property owner noted that she recently acquired a neighboring property, and that the acquired property legally contains a portion of the vacated right of way of Smyser Avenue that was not shown on project plans. She requested that a driveway curb cut be added to her property at the vacated right of way. Project plans will be corrected to reflect the correct ownership of all properties and to add a drive approach at the requested location, terminating at the right-of-way line. Multiple comments expressed concern for property access at 527 Riverside Drive. Property access within the project limits will be maintained and existing driveways will be reconstructed. The response to comments confirms that only temporary right-of-way will be acquired from the properties listed in the comments; no permanent right-of-way acquisition is required from those properties for this project.

Multiple comments requested changes to street lighting placement and type and questioned the inclusion of the landscaped buffer along Riverside Drive. Street lighting and landscaped buffers are consistent with South Clarksville area design preferences previously developed with public input, and streetlight location and spacing meet criteria to provide safe illumination along the corridor. To preserve and enhance the properties' viewshed, comments requested burial of utilities and avoidance of tree planting in currently open areas. Coordination with utility companies on facility relocation is ongoing and commitments to buried utilities cannot be made at this time. Any trees removed will require a permit from the Indiana Department of Natural Resources (IDNR) and must be replaced within the floodway; placement will be prioritized in areas where trees currently exist to avoid blocking the views from properties along Riverside Drive.

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The owner of the historic property at 519 Riverside Drive requested a viewshed easement and preservation of the property's solid limestone sidewalk caps. The viewshed of this property was considered during the Section 106 review process; the State Historic Preservation Office determined that project improvements will not adversely affect the historic significance of the property. The historic sidewalk caps are outside of the project limits and will be marked as "Do Not Disturb" on the project plans. A summary of the comments and responses is found in Appendix G, pages G-24 to G-38.

Public Controversy on Environmental Grounds

Will the project involve substantial controversy concerning community and/or natural resource impacts?

Yes

No

☐☒

Remarks:

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

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

Sponsor of the Project: Town of Clarksville INDOT District: Seymour
Local Name of the Facility: Riverside Drive

Funding Source (mark all that apply): Federal ☒ State ☐ Local ☒ Other* ☐

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

PURPOSE AND NEED:

Describe the transportation problem that the project will address. The solution to the traffic problem should NOT be discussed in this section. (Refer to the CE Manual, Section IV.B.2. Purpose and Need)

Need:

The need for the project is evidenced by the lack of continuity of the Ohio River Greenway as a multi-use path separated from the roadway, absence of other pedestrian accommodations, and a deficient stormwater conveyance system. West of the western project limit, the existing Ohio River Greenway follows a multi-use path located along the south side of Riverside Drive and a concrete sidewalk within Ashland Park. These facilities continue east into the project area and end at the eastern end of Ashland Park. Within the project limits, a sidewalk exists along the north side of Riverside Drive from Woerner Avenue, extending west approximately 160 feet across the fronts of two properties. This sidewalk lacks ADA-compliant ramps and is unpaved across one gravel driveway; a drainage grate is located at the base of the curb where the sidewalk meets Woerner Avenue. At the eastern project limit, pedestrians use the City of Jeffersonville's sidewalk along the north side of Riverside Drive and cyclists following the Ohio River Greenway use the marked shared-use lanes of Riverside Drive. Between Ashland Park and the eastern project limit, the Ohio River Greenway must share its pedestrian and bicycle route with Riverside Drive; there are no pavement markings for cyclists and pedestrians must walk along the shoulder. Riverside Drive is classified as a minor arterial from the western project limit to its intersection with West Market Street and as a local street east of this intersection.

According to the Abbreviated Engineer's Assessment for the project (CMT, December 2018), existing drainage systems are limited through the project area, resulting in a deficient stormwater conveyance system. Currently, two storm inlets on the east and west sides of Woerner Avenue at its intersection with Riverside Drive connect to a 42-inch concrete storm sewer line that runs south along Woerner Avenue and beneath Riverside Drive, outletting south of Riverside Drive into the Ohio River. A storm sewer line also exists at Ashland Park, consisting of three inlets at the eastern entrance connected by a 12-inch reinforced concrete pipe. An 18-inch reinforced concrete pipe outlets south of Ashland Park. No other portion of Riverside Drive contains a stormwater conveyance system. Except where storm sewers exist, stormwater currently ponds on the surface of Riverside Drive until it evaporates or infiltrates into unpaved areas next to the road. Heavier rains overflow the shallow depression at Riverside Drive and drain overland toward the Ohio River.

Purpose:

The purpose of the project is to improve pedestrian mobility and system linkage and to correct facility deficiencies in the project corridor by reconstructing Riverside Drive to:

- Create continuity for the pedestrian and bicycle facilities on the Ohio River Greenway between Ashland Park in the Town of Clarksville and trail facilities in the Town of Jeffersonville providing access to Restaurant Row, Van Dyke Park and the RiverStage entertainment venue
- Separate pedestrian and bicycle traffic from motor vehicles along Riverside Drive west of West Market Street where it is classified as a minor arterial roadway

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- Correct the deficient stormwater conveyance system within the project area to meet the Town of Clarksville's requirements, including managing a 10-year (5-minute intensity) storm event

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Clark Municipality: Town of Clarksville

Limits of Proposed Work: Riverside Drive from town limits with Jeffersonville west approximately 1,400 feet to the second parking lot of Ashland Park.

Total Work Length: 0.26 Mile(s) Total Work Area: 4.22 Acre(s)

Is an Interchange Modification Study / Interchange Justification Study (IMS/IJS) required?
If yes, when did the FHWA grant a conditional approval for this project?

Yes ¹	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>
Date: <input type="text"/>	

¹If an IMS or IJS is required; a copy of the approved CE/EA document must be submitted to the FHWA with a request for final approval of the IMS/IJS.

In the remarks box below, describe existing conditions, provide in detail the scope of work for the project, including the preferred alternative. Include a discussion of logical termini. Discuss any major issues for the project and how the project will improve safety or roadway deficiencies if these are issues.

Project Location and Logical Termini

The project is located within the Town of Clarksville in Clark County, Indiana (Appendix B, page B-1). The project is located within Survey 1 of the Illinois Grant to Clark County and within the original Town of Clarksville on the New Albany and Jeffersonville, Indiana 7.5-minute United States Geological Survey (USGS) Topographic Quadrangle and is approximately 0.25 mile in length (Appendix B, page B-2). The project begins at the eastern end of the second from the most western parking lot of Ashland Park and ends at the Clarksville town limits. These logical termini were established based on the limits of the necessary work to provide pedestrian facility continuity on the Ohio River Greenway, reduce pedestrian and bicyclist exposure to motor vehicles within the arterial portion of Riverside Drive, and to correct the deficient stormwater conveyance system. The project is not dependent on any other projects to meet the project purpose and need and therefore exhibits independent utility.

Existing Conditions

Riverside Drive runs northwest to southeast along the Ohio River and is functionally classified as a minor arterial from the western project limit to West Market Street. From West Market Street to the eastern project limit, Riverside Drive is functionally classified as a local street. The posted speed limit through the project corridor is 25 miles per hour (mph). The typical section through the project corridor consists of two twelve-foot-wide travel lanes and paved shoulders with varying widths between zero and two feet. Gravel roadside parking exists between Ashland Park and Woerner Avenue on the north side of Riverside Drive. Additional paved and gravel shoulders exist along the south side of the roadway between Woerner Avenue and the eastern project limits. A five-foot-wide concrete sidewalk begins 160 feet northwest of Woerner Avenue, running along the north side of Riverside Drive and terminating at Woerner Avenue. The sidewalk does not have ADA compliant ramps at Woerner Avenue.

Two public roads intersect Riverside Drive within the project corridor: Woerner Avenue and West Market Street. Both roads utilize stop signs at their intersections while cross traffic along Riverside Drive is unimpeded. Drainage systems are limited through the project limits. Two inlets exist at the east and west sides of Woerner Avenue at the Riverside Drive intersection. The inlets are connected to a 42-inch concrete storm sewer line that runs south along Woerner Avenue and outlets south of Riverside Drive into an unnamed tributary of the Ohio River (UNT1); the existing culvert outlet is in fair condition. A storm sewer line exists at Ashland Park, consisting of three inlets located at the eastern entrance to the park, inset in the curb along the eastern bank of the parking stalls and on the western side of the circular sidewalk of the park. The inlets are connected by a twelve-inch reinforced concrete pipe. An 18-inch reinforced concrete pipe in fair condition runs south towards the Ohio River and outlets 40 feet south of Ashland Park. There are currently not enough inlets to collect storm water runoff from the roadways, resulting in ponding of surface storm water along Riverside Drive.

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The Ohio River Greenway passes through the project corridor as a twelve-foot-wide asphalt multi-use path along the south side of Riverside Drive beginning outside of the western project limit and continuing approximately 500 feet to the southeast. Ashland Park, a public park located along the south side of Riverside Drive within the project limits, contains parking stalls for 27 vehicles. Neither the multi-use path nor the sidewalk cross public roads. A five-foot-wide concrete sidewalk is located at the eastern project limits along the north side of Riverside Drive, within the Jeffersonville city limits.

The Town of Clarksville 2015 Comprehensive Plan (available at <https://www.townofclarksville.com/wp-content/uploads/2019/05/ComprehensivePlan.pdf>) identified the Greenway and Riverside Drive as “Transportation Issues”, stating the Greenway, including Ashland Park, needs to be connected to the City of Jeffersonville on the east side of Clarksville and that Riverside Drive needs to be upgraded. Additionally, the South Clarksville Redevelopment Plan (available at https://issuu.com/mksk/docs/south_clarksville_redevelopment_pla) notes “a significant gap in the greenway trail begins at the terminus of Ashland Park, requiring pedestrians and cyclists to enter Riverside Drive en route to and from Jeffersonville.” The trail continues east at the Jeffersonville corporate boundary as a sidewalk for pedestrians and a marked bicycle lane for cyclists, providing access to Restaurant Row, Van Dyke Park and the RiverStage performance venue.

Land use in the vicinity of the project is a mixture of recreational, residential, commercial and industrial uses. The Ohio River is located approximately 146 feet south of the project limits and parallels the project corridor. Ashland Park is located within the western portion of the project area and the Ohio River Greenway is located along the southern boundary of the project limits. Topography is sloped to the south, and surface water within the study area drains south towards the Ohio River.

Proposed Improvements (Preferred Alternative)

The preferred alternative consists of reconstruction of the existing Riverside Drive to a typical cross section that provides on-street parallel parking, curbs, sidewalks and a 10-foot-wide multi-use path. The existing pavement will be removed and replaced with full-depth hot mix asphalt (HMA) pavement. Concrete sidewalks will be provided along both sides of Riverside Drive, along with an HMA multi-use path along the south side of the roadway. A storm sewer system will also be installed throughout the project along with underdrains along the edges of pavement to divert water away from the roadway. The increased capacity of the improved storm sewer system will require upsizing and replacement of the existing 42-inch culvert. The intersection of West Market Street will be redesigned to intersect with Riverside Drive closer to a right angle and reduce its overall footprint. To avoid impacts to the eight residential and commercial properties along the north side of the project corridor, as well as the National Register-eligible Jeffersonville-Clarksville Levee System wall and Ohio Falls Car Company Historic District, a majority of the widening to accommodate the proposed section will occur to the south of Riverside Drive.

The maintenance of traffic (MOT) for the project will require road closure of Riverside Drive to through traffic and closure of the Ohio River Greenway at Ashland Park (Appendix B, pages B-26 to B-27). Further information is located in the MOT section of this document.

The preferred alternative will meet the purpose and need for the project by providing pedestrian facility continuity on the Ohio River Greenway, reducing pedestrian and bicyclist exposure to motor vehicles within the arterial portion of Riverside Drive, and correcting deficient stormwater conveyance issues.

The project has minimized other impacts to the extent practicable, including ROW, Section 4(f) and cultural resources. The project will also avoid and minimize impacts to migratory birds and bats. Measures designed to avoid and minimize impacts to environmental resources are included as firm commitments in the Environmental Commitments section of this document.

Access was not granted to the Carman Industries property, located within the eastern third of the project area; therefore, the property was not assessed for ecological or cultural resources. An addendum for this portion of the project area will be submitted when access to the Carman Industries property has been granted. A commitment to complete an addendum and all necessary consultation when access to the property is granted is included in the Environmental Commitments section of this CE document.

Please refer to Appendix B for maps depicting the project area (pages B-1 to B-3), photographs of the project area (pages B-4 to B-19), and Stage 2 Road Plan excerpts (pages B-20 to B-37). Please refer to Appendix H (pages H-1 to H-10) for STIP and TIP information.

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OTHER ALTERNATIVES CONSIDERED:

Describe all discarded alternatives, including the Do-Nothing Alternative and an explanation of why each discarded alternative was not selected.

Do Nothing Alternative (No Build)

The do nothing alternative involves no disruption and no additional cost, other than ongoing maintenance, in the project area. While this alternative would avoid impacts to surrounding properties and resources and would include no construction costs, the area would continue to experience lack of continuity of the bicycle and pedestrian facilities of the Ohio River Greenway between Ashland Park in the Town of Clarksville and existing trail facilities connecting to Restaurant Row, Van Dyke Park and RiverStage in the Town of Jeffersonville, and would not address the long-term integrity of the Riverside Drive roadway. The project's purpose and need to provide pedestrian and bicycle facility continuity and correct stormwater deficiencies along Riverside Drive would not be met. Since this alternative would not fulfill the purpose and need, it was eliminated from further consideration.

Alternative 1

Alternative 1 provides the same typical cross section as described in the Preferred Alternative but realigns Riverside Drive to the north. This alignment would impact approximately 205 feet of the levee wall and would require reconstruction of the wall further to the north. This alternative would also impact two resources eligible for listing in the National Register of Historic Places: the Jeffersonville-Clarksville Levee System and the Ohio Falls Car Company Historic District. While this alternative would avoid the primary building owned by Carman Industries, the secondary buildings and existing parking lots on the property would be impacted by this alternative. Alternative 1 would meet the purpose and need for the project by completing the remaining off-street portion of the Ohio River Greenway within the Town of Clarksville to the Jeffersonville city limits and by correcting deficient stormwater conveyance issues. Because Alternative 1 would impact two NRHP eligible historic properties, one of which is a flood control structure that would require reconstruction in a new location, and would not eliminate impacts to the Carman Industries property, this alternative was not selected.

The Do Nothing 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 improve existing pedestrian and recreational facility continuity, reduce pedestrian and bicyclist exposure to motor vehicles along the arterial portion of Riverside Drive, or correct inadequate drainage of Riverside Drive

X

ROADWAY CHARACTER:

Riverside Drive

Functional Classification: Minor arterial from western project limit to West Market St.; local street from West Market Street to eastern project limit

Current ADT: 990 VPD (2017) Design Year ADT: 1,350 VPD (2044)

Design Hour Volume (DHV): 160 Truck Percentage (%) 15

Designed Speed (mph): 30 Legal Speed (mph): 25

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Existing

Proposed

Number of Lanes:	2		2	
Type of Lanes:	Thru		Thru	
Pavement Width:	12	ft.	11 (curbed)	ft.
Shoulder Width:	0-2	ft.	1	ft.
Median Width:	0	ft.	0	ft.
Sidewalk Width:	5 (where present)	ft.	6 (sidewalk); 10 (multi-use path)	ft.

Setting: ☒ Urban ☐ Suburban ☐ Rural
Topography: ☒ Level ☐ Rolling ☐ Hilly

W. Market Street

Functional Classification: Minor arterial
Current ADT: 1,460 VPD (2017) Design Year ADT: 1,985 VPD (2044)
Design Hour Volume (DHV): 235 Truck Percentage (%): 9
Designed Speed (mph): 35 Legal Speed (mph): 35

Existing

Proposed

Number of Lanes:	2		2	
Type of Lanes:	Thru		Thru	
Pavement Width:	11	ft.	11 (curbed)	ft.
Shoulder Width:	0	ft.	1	ft.
Median Width:	0	ft.	0	ft.
Sidewalk Width:	N/A	ft.	N/A	ft.

Setting: ☒ Urban ☐ Suburban ☐ Rural
Topography: ☒ Level ☐ Rolling ☐ Hilly

Woerner Avenue

Functional Classification: Major Collector
Current ADT: 785 VPD (2017) Design Year ADT: 1,070 VPD (2044)
Design Hour Volume (DHV): 130 Truck Percentage (%): 15
Designed Speed (mph): 35 Legal Speed (mph): 35

Existing

Proposed

Number of Lanes:	2		2	
Type of Lanes:	Thru		Thru	
Pavement Width:	11	ft.	11 (curbed)	ft.
Shoulder Width:	0	ft.	1	ft.
Median Width:	0	ft.	0	ft.
Sidewalk Width:	5	ft.	8-15	ft.

Setting: ☒ Urban ☐ Suburban ☐ Rural
Topography: ☒ Level ☐ Rolling ☐ Hilly

If the proposed action has multiple roadways, this section should be filled out for each roadway.

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DESIGN CRITERIA FOR BRIDGES:

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

Existing

Proposed

Bridge Type:				
Number of Spans:				
Weight Restrictions:		ton		ton
Height Restrictions:		ft.		ft.
Curb to Curb Width:		ft.		ft.
Outside to Outside Width:		ft.		ft.
Shoulder Width:		ft.		ft.
Length of Channel Work:				ft.

Describe bridges and structures; provide specific location information for small structures.

Remarks: No bridges are located within the project area. One culvert crossing under Riverside Drive is located within the project area. The culvert does not have an associated structure number. The culvert is a 42-inch diameter concrete pipe that carries stormwater under Riverside Drive to UNT1. The culvert is not considered a historic structure. As part of the roadway improvements, the culvert will be upsized and replaced with a 60-inch diameter pipe.

Yes

No

N/A

☒

☐

☐

Will the structure be rehabilitated or replaced as part of the project?

If the proposed action has multiple bridges or small structures, this section should be filled out for each structure.

MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

Is a temporary bridge proposed?

Is a temporary roadway proposed?

Will the project involve the use of a detour or require a ramp closure? (describe in remarks)

Provisions will be made for access by local traffic and so posted.

Provisions will be made for through-traffic dependent businesses.

Provisions will be made to accommodate any local special events or festivals.

Will the proposed MOT substantially change the environmental consequences of the action?

Is there substantial controversy associated with the proposed method for MOT?

Yes

No

X
X
X
X

X
X
X
X

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Remarks: The MOT for the project will require the closure of Riverside Drive to through traffic and closure of the Ohio River Greenway at Ashland Park. Detour routes will be posted for both vehicles and users of the Ohio River Greenway. Local two-way detours will be available. The local two-way detour is planned to utilize Sherwood Avenue north to Montgomery Avenue, east to Clark Boulevard, southeast to Woerner Avenue, south to Court Avenue, east to Missouri Avenue, south to Market Street, east to Southern Indiana Avenue, and south to Riverside Drive (Appendix B, pages B-26 to B-27). The detour will require an additional distance of approximately 1.85 miles. Local access to all residences and businesses on Riverside Drive will be maintained at all times during the construction as required by Standard Specifications. The detour is expected to be in place during the duration of construction.

The closure will pose a temporary inconvenience to traveling motorists (including school buses and emergency services) and pedestrians; however, no significant delays are anticipated, and all inconveniences will cease upon project completion. Delays may occur during construction but will cease with project completion.

ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: \$ 433,645 (2020) Right-of-Way: \$ 2,887,958 (2021) Construction: \$ 3,924,907(2024 TIP)

Anticipated Start Date of Construction: Fall 2023

Date project incorporated into STIP April 15, 2020

Is the project in an MPO Area? ☒ Yes ☐ No

If yes,

Name of MPO Kentuckiana Regional Planning & Development Agency (KIPDA)

Location of Project in TIP Page 41 (2018-2021); Pages 128-129 (2020-2025)

Date of incorporation by reference into the STIP April 15, 2020

****Note:** There are STIP/TIP inconsistencies; the CE document will not be approved until the inconsistencies are resolved. The STIP funding for 2024 is only for illustrative planning purposes.

RIGHT OF WAY:

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	0	0.07
Commercial	1.68	0
Agricultural	0	0
Forest	0	0
Wetlands	0	0
Other: Ashland Park	0.10	0.10
Other:	0	0
TOTAL	1.78	0.17

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 or reacquisition, either known or suspected, and there impacts on the environmental analysis should be discussed.

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Remarks: The project requires approximately 1.78 acres of permanent right-of-way (ROW). This includes approximately 0.81 acre of permanent ROW from Marathon Ashland Petroleum LLC at the western project limit on the north and south sides of Riverside Drive (including from Ashland Park, which is leased from Marathon Ashland Petroleum LLC property), approximately 0.05 acre from Clarks Landing Enterprise Investments on the south side of Riverside Drive, and approximately 0.92 acre from Carman Industries at the east end of the project along the south side of Riverside Drive. The project also requires approximately 0.07 acre of temporary ROW from residential properties along the north side of Riverside Drive and approximately 0.1 acre from Ashland Park (Marathon Ashland Petroleum LLC).

The existing roadway ROW on Riverside Drive is typically 65 feet wide, with a maximum of 76 feet wide. The proposed permanent ROW on Riverside Drive will typically be 103 feet wide, with a maximum of 171 feet wide. The reported ROW width is measured as the entire width of the roadway ROW. Riverside Drive already exists within the proposed permanent ROW area west of the eastern most parking lot of Ashland Park; this area also includes approximately 97 linear feet of the existing Ohio River Greenway multi-use path and a portion of the parking lot's entrance drive. The proposed permanent ROW at Ashland Park will incorporate existing transportation infrastructure into public ROW. Proposed temporary ROW on Riverside Drive will typically be 10 feet wide, with a maximum of 18 feet wide.

No permanent or temporary ROW is proposed on Woerner Avenue or West Market Street.

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.

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

SECTION A – ECOLOGICAL RESOURCES

Streams, Rivers, Watercourses & Jurisdictional Ditches

Federal Wild and Scenic Rivers

State Natural, Scenic or Recreational Rivers

Nationwide Rivers Inventory (NRI) listed

Outstanding Rivers List for Indiana

Navigable Waterways

Presence

X
X

Impacts

Yes	No
X	
	X

Remarks: Based on a desktop review, a site visit on September 18, 2018 by Crawford, Murphy & Tilly, Inc. (CMT), the aerial map of the project area (Appendix B, page B-3), and the water resources map in the Red Flag Investigation (RFI) report (Appendix E, page E-11) there is one river, the Ohio River, located within the 0.5 mile search radius. There is one stream (UNT1) present within the project area. No other stream and no rivers, watercourses or jurisdictional ditches are present within or adjacent to the project area.

A *Waters of the U.S. Determination / Wetland Delineation Report* was completed for the project on February 22, 2019. Please refer to Appendix F, pages F-1 to F-60 for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that one stream, UNT1, is present within the project area. The USACE makes all final determinations regarding jurisdiction.

The nearest river (Ohio River) is 146 feet south from the project area. The Ohio River, a Traditional Navigable Waterway (TNW), will not be impacted due to its location outside of the project limits. Therefore, no impacts to the Ohio River are expected. An unnamed tributary (UNT1) of the Ohio River is located within the central portion of the project area, originating from an existing culvert outlet south of Riverside Drive. The stream is 77 feet in length within the project area; from the project area UNT1 flows south approximately 136 feet directly into the Ohio River, a Section 10 TNW. One culvert upsizing and replacement at the headwaters of UNT1 is planned as part of the project. The proposed culvert will not extend beyond the existing culvert footprint; however, approximately 25 linear feet (0.013 acre) of new riprap will be placed within UNT1 at the outlet of the proposed culvert. A Nationwide Permit will be required by

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the project for impacts to UNT1. No mitigation requirements are anticipated. No Federal, Wild and Scenic Rivers; State Natural, Scenic, and Recreational Rivers; Outstanding Rivers for Indiana; navigable waterways or National Rivers Inventory waterways are present in the project area.

Early coordination letters were sent to the Indiana Department of Natural Resources Division of Fish and Wildlife (IDNR-DFW), the United States Fish and Wildlife Service (USFWS), and the United States Army Corps of Engineers (USACE) on February 19, 2019 and October 11, 2019. IDNR-DFW responded on March 21, 2019 with recommendations to avoid, minimize, or compensate for impacts to fish, wildlife, and botanical resources and recommendations to address potential impacts identified in the project area (Appendix C, pages C-15 to C-18). USFWS responded on March 4, 2019 with standard recommendations to avoid or minimize impacts to fish, wildlife, and wildlife habitat, including streams (Appendix C, pages C-6 to C-8). The USACE responded on October 15, 2019 with comment that any impacts to Waters of the U.S. will likely require authorization from the Regulatory Division and that a permit should be submitted, and that the nearby levee is a USACE civil works project and any work within 50 feet from the levee must have USACE review (Appendix C, pages C-10 to C-11). Early coordination occurred via Indiana Department of Environmental Management's (IDEM's) online service on February 19, 2019. IDEM noted no specific concerns about watercourses in the area (Appendix C, pages C-19 to C-25). All applicable IDNR-DFW, USFWS, and USACE recommendations are included in the Environmental Commitments section of this CE document.

Other Surface Waters

Reservoirs

Lakes

Farm Ponds

Detention Basins

Storm Water Management Facilities

Other: _____

Presence

Impacts

Yes	No

Remarks:

Based on a desktop review, a site visit on September 18, 2018 by CMT, the aerial map of the project area (Appendix B, page B-3), and the water resources map in the RFI report (Appendix E, page E-11) there are no other surface waters within the 0.5 mile search radius. No other surface waters are present within the project area; therefore, no impacts are expected.

Early coordination letters were sent to the IDNR-DFW, the USFWS, and the USACE on February 19, 2019 and October 11, 2019. IDNR-DFW responded on March 21, 2019 with recommendations to avoid, minimize, or compensate for impacts to fish, wildlife, and botanical resources and recommendations to address potential impacts identified in the project area (Appendix C, pages C-15 to C-18). USFWS responded on March 4, 2019 with standard recommendations to avoid or minimize impacts to fish, wildlife, and wildlife habitat, including streams (Appendix C, pages C-6 to C-8). The USACE responded on October 15, 2019 with comment that any impacts to Waters of the U.S. will likely require authorization from the Regulatory Division and that a permit should be submitted, and that the nearby levee is a USACE civil works project and any work within 50 feet from the levee must have USACE review (Appendix C, pages C-10 to C-11). Early coordination occurred via Indiana Department of Environmental Management's (IDEM's) online service on February 19, 2019. IDEM noted no specific concerns about other surface waters in the area (Appendix C, pages C-19 to C-25). All applicable IDNR-DFW, USFWS, and USACE recommendations are included in the Environmental Commitments section of this CE document.

Presence

X

Impacts

Yes	No
	X

Wetlands

Total wetland area: 0.09 acre(s)

Total wetland area impacted: 0 acre(s)

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

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Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments
Wetland A	(PEM1A)	0.09	0	Wetland A is located in the western portion of the study area and extends south beyond the study area, where it is seasonally flooded and abuts the Ohio River, a Section 10 Traditional Navigable Water (TNW).

Documentation

ES Approval Dates

Wetlands (Mark all that apply)

Wetland Determination
Wetland Delineation
USACE Isolated Waters Determination
Mitigation Plan

X
X

N/A
N/A

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

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

Measures to avoid, minimize, and mitigate wetland impacts need to be discussed in the remarks box.

Remarks:

Based on a review of the National Wetland Inventory (NWI) online mapper (<https://www.fws.gov/wetlands/data/Mapper.html>), a site visit on September 18, 2018 by CMT, the USGS topographic map (Appendix B, page B-2), and the RFI report (Appendix E, page E-3) there are thirteen wetlands located within the 0.5 mile search radius. There are two wetlands located within or adjacent to the project area.

A *Waters of the U.S. Determination / Wetland Delineation Report* was completed for the project on February 22, 2019. Please refer to Appendix F, page F-1 to F-60 for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that one potentially jurisdictional wetland, Wetland A, is located within the project area. The USACE makes all final determinations regarding jurisdiction.

Wetland A is a 0.09 acre, palustrine emergent persistent temporarily flooded (PEM1A) wetland located in the western portion of the study area. Wetland A extends beyond the study area to the south, where it is seasonally flooded, abutting the Ohio River, a Section 10 Traditional Navigable Water (TNW). Based on the connection and adjacency to a TNW, this wetland is likely federally jurisdictional. Based on soil, hydrology, moderate diversity, and the limited presence of invasive species, Wetland A is an average quality wetland. Wetland A is located approximately 69 feet outside of the construction limits to the south. No work will occur within or adjacent to Wetland A. Therefore, no impacts are expected.

Early coordination letters were sent to the IDNR-DFW, the USFWS, and the USACE on February 19, 2019 and October 11, 2019. IDNR-DFW responded on March 21, 2019 with recommendations to avoid, minimize, or compensate for impacts to fish, wildlife, and botanical resources and recommendations to address potential impacts identified in the project area (Appendix C, pages C-15 to C-18). USFWS responded on March 4, 2019 with standard recommendations to avoid or minimize impacts to fish, wildlife, and wildlife habitat, including streams (Appendix C, pages C-6 to C-8). The USACE responded on October 15, 2019 with comment that any impacts to Waters of the U.S. will likely require authorization from the Regulatory Division and that a permit should be submitted, and that the nearby levee is a USACE civil works project and any work within 50 feet from the levee must have USACE review (Appendix C, pages C-10 to C-11). Early coordination occurred via Indiana Department of Environmental Management's (IDEM's) online service on February 19, 2019. IDEM noted no specific concerns about wetlands in the area (Appendix C, pages C-19 to C-25). General comments in the IDEM automated response require permitting if wetlands will be impacted. All applicable IDNR-DFW, USFWS, USACE, and IDEM recommendations are included in the Environmental Commitments section of this CE document.

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	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
Terrestrial Habitat	X	X	
Unique or High Quality Habitat			

Use the remarks box to identify each type of habitat and the acres impacted (i.e. forested, grassland, farmland, lawn, etc).

Remarks:	<p>Based on a desktop review, a site visit on September 18, 2018 by CMT, and the aerial map of the project area (Appendix B, page B-3), there are mowed grass/lawn with scattered street trees and a temperate deciduous wooded area within the project area. The area is urban with mixed residential, commercial and light industrial land uses. Mowed grass/lawn with scattered street trees is the only vegetative community type in the project area that is expected to be directly impacted. Approximately 1 acre of mowed grass/lawn, containing common turf grasses, including fowl bluegrass (<i>Poa palustris</i>) and narrowleaf plantain (<i>Plantago lanceolata</i>), and approximately 0.2 acre of deciduous forest dominated by cottonwood (<i>Populus deltoides</i>) and box elder (<i>Acer negundo</i>) with an overgrown understory, will be directly impacted for construction of the bike tracks and road reconstruction. Eight individual trees are expected to be removed as a result of this project. Efforts were made to avoid and minimize terrestrial habitat impacts to the greatest extent possible. Avoidance alternatives are not practicable because they would require relocating the intersection, which would not address the project's purpose and need. Mitigation is not anticipated for this project.</p> <p>Early coordination letters were sent to the IDNR-DFW, the USFWS, and the USACE on February 19, 2019 and October 11, 2019. IDNR-DFW responded on March 21, 2019 with recommendations to avoid, minimize, or compensate for impacts to fish, wildlife, and botanical resources and recommendations to address potential impacts identified in the project area (Appendix C, pages C-15 to C-18). USFWS responded on March 4, 2019 with standard recommendations to avoid or minimize impacts to fish, wildlife, and wildlife habitat, including streams (Appendix C, pages C-6 to C-8). The USACE responded on October 15, 2019 with comment that any impacts to Waters of the U.S. will likely require authorization from the Regulatory Division and that a permit should be submitted, and that the nearby levee is a USACE civil works project and any work within 50 feet from the levee must have USACE review (Appendix C, page C-10 to C-11). All applicable IDNR-DFW, USFWS, and USACE recommendations are included in the Environmental Commitments section of this CE document.</p>
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If there are high incidences of animal movements observed in the project area, or if bridges and other areas appear to be the sole corridor for animal movement, consideration of utilizing wildlife crossings should be taken.

Karst	Yes	No
Is the proposed project located within or adjacent to the potential Karst Area of Indiana?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Are karst features located within or adjacent to the footprint of the proposed project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If yes, will the project impact any of these karst features?	<input type="checkbox"/>	<input type="checkbox"/>

Use the remarks box to identify any karst features within the project area. (Karst investigation must comply with the Karst MOU, dated October 13, 1993)

Remarks:	<p>Based on a desktop review, the project is located outside the designated karst region of Indiana as outlined in the October 13, 1993 Memorandum of Understanding (MOU). According to the topo map of the project area (Appendix B, page B-2) and the RFI report (Appendix E, page E-3) there are no karst features identified within or adjacent to the project area. In the early coordination response, the Indiana Geological Survey (IGS) did not indicate that karst features may exist in the project area (Appendix C, pages C-26 to C-28). IGS indicated that there are no active or abandoned mineral resources extraction sites documented within the area. IGS also indicated two geological hazards within the area including a moderate liquefaction potential and a floodway. The project area is located within a floodway, as discussed in the Flood Plain section of this document. The features will not be affected as liquefaction typically occurs in saturated sandy soils, while the project area is dominated by udorthents and urban land-udifluvents. Mineral resources including high potential to encounter bedrock and high potential to encounter sand and gravel were also identified. The project will not require excavation to the depth of bedrock. Response from IGS has been communicated with the designer on February 19, 2019. No impacts are expected.</p>
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Presence

Impacts

Threatened or Endangered Species

- Within the known range of any federal species
- Any critical habitat identified within project area
- Federal species found in project area (based upon informal consultation)
- State species found in project area (based upon consultation with IDNR)

	Yes	No
	X	

Yes

No

Is Section 7 formal consultation required for this action?

☐
☒

Remarks:

Based on a desktop review and the RFI report (Appendix E, pages E-1 to E-17), completed by CMT on March 26, 2019, the IDNR Clark County Endangered, Threatened and Rare (ETR) Species List has been checked and is included in Appendix E, pages E-14 to E-17. The highlighted species on the list reflect the federal and state identified ETR species located within the county. According to the IDNR-DFW early coordination response letter dated March 21, 2019 (Appendix C, pages C-15 to C-18), the Natural Heritage Program's Database has been checked and to date the Bousfield's spring amphipod (*Gammarus bousfieldi*), Weingartner's cave flatworm (*Sphalloplana weingartneri*) and the Kirtland's snake (*Clonophis kirtlandii*) have been documented within 0.5 mile of the project area. No critical habitat has been identified in the project area. In addition, IDNR-DFW responded with recommendations to avoid, minimize, or compensate for impacts to fish, wildlife, and botanical resources and recommendations to address potential impacts identified in the project area. All applicable IDNR-DFW recommendations are included in the Environmental Commitments section of this CE document.

Indiana 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 by the Indiana Ecological Field Office (Appendix C, pages C-62 to C-66) and the Kentucky Ecological Field Office (Appendix C, pages C-67 to C-75). Although this project is located in Indiana, not in Kentucky, there is an overlap in the project file location; therefore, the project also has coverage into the Kentucky Field Office. The project is within range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (NLEB) (*Myotis septentrionalis*). Other species were found to be present within or adjacent to the project area along with the Indiana bat and NLEB. Although the NLEB was not listed on the Indiana Field Office species list, it should have been included based on the species' range. NLEB was included in the Indiana bat/NLEB coordination with the USFWS and the Avoidance and Mitigation Measures (AMMs) are applicable to both species. Refer to paragraph below.

The official species list generated from IPaC indicated two other species under jurisdiction by the Indiana Ecological Services Field Office. The gray bat (*Myotis grisescens*) and sheepsfoot mussel (*Plethobasus cyphus*) were indicated to be present within the project area. The official species list generated from IPaC indicated twelve other species under jurisdiction by the Kentucky Ecological Services Field Office. The gray bat (*Myotis grisescens*), clubshell (*Pleurobema clava*), fanshell (*Cyprogenia stegaria*), northern riffleshell (*Epioblasma torulosa rangiana*), orangefoot pimpleback (pearlymussel; *Plethobasus cooperianus*), purple cat's paw (purple cat's paw pearlymussel; *Epioblasma obliquata obliquata*), rabbitsfoot (*Quadrula cylindrica cylindrica*), ring pink mussel (*Obovaria retusa*), rough pigtoe (*Pleurobema plenum*), sheepsfoot mussel (*Plethobasus cyphus*), spectaclecase mussel (*Cumberlandia monodonta*) and running buffalo clover (*Trifolium stoloniferum*) were indicated to be present within the project area. The project qualifies for the USFWS Interim Policy. No further coordination is needed.

The project qualifies for the *Range-wide Programmatic Informal Consultation for the Indiana bat and northern long-eared bat (NLEB)*, dated May 2016 (revised February 2018), between FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS. An effect determination key was completed on December 11, 2019, and based on the responses provided, the project was found to "not likely to adversely affect" the Indiana bat and/or the NLEB. INDOT reviewed and verified the effect finding on December 11, 2019, and requested USFWS's review of the finding (Appendix C, pages C-76 to C-93). No response was received from USFWS within the 14-day review period; therefore, it was concluded they concur with the finding. AMMs are included as firm commitments in the Environmental Commitments section of this document.

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

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SECTION B – OTHER RESOURCES

Drinking Water Resources

Wellhead Protection Area
Public Water System(s)
Residential Well(s)
Source Water Protection Area(s)
Sole Source Aquifer (SSA)

Presence

X
X

Impacts

Yes	No
X	
	X

If a SSA is present, answer the following:

Is the Project in the St. Joseph Aquifer System?
Is the FHWA/EPA SSA MOU Applicable?
Initial Groundwater Assessment Required?
Detailed Groundwater Assessment Required?

Yes	No

Remarks:

Sole Source Aquifer

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

Wellhead Protection Area and Source Water

The Indiana Department of Environmental Management's Wellhead Proximity Determinator website (<http://www.in.gov/idem/cleanwater/pages/wellhead/>) was accessed on January 22, 2019 by CMT. This project is not located within a Wellhead Protection Area or Source Water Area. No impacts are expected.

Water Wells

The Indiana Department of Natural Resources Water Well Record Database website (<https://www.in.gov/dnr/water/3595.htm>) was accessed on April 5, 2019 by CMT. One well is located east of the project area along the south side of W Market Street. The feature will not be affected because it is located outside of the project construction limits. Therefore, no impacts are expected. Should it be determined during the right-of-way phase that these wells are affected, a cost to cure will likely be included in the appraisal to restore the wells.

Urban Area Boundary

Based on a desktop review of the INDOT MS4 website (<https://entapps.indot.in.gov/MS4/>) by CMT on February 18, 2019, and the RFI report, this project is located in an Urban Area Boundary (UAB) location. An early coordination letter was sent on February 18, 2019 to the local Municipal Separate Storm Sewer System (MS4) coordinators for Clark County, Clarksville and Jeffersonville. The MS4 coordinators did not respond within the 30-day time frame. The UAB will not be affected because Best Management Practices (BMPs) will be followed and reasonable and prudent measures to implement the storm water quality management plan will be taken. Avoidance alternatives are not practicable because they would require relocating the Ohio River Greenway, which would not address the project's purpose and need.

Public Water System

Based on a desktop review, a site visit on September 18, 2018 by CMT, and the aerial map of the project area (Appendix B, page B-3), this project is located where there is a public water system. The public water system will be affected because of the location of the proposed roadway and storm sewer system. An early coordination letter was sent on August 17, 2018 to Indiana American Water Company (IAW). IAW responded on September 24, 2018 and stated that a six-inch cast-iron water main runs from W Market Street along E Riverside Drive to approximately 400 feet west of Woerner Avenue. Based on the proposed construction, the water main is expected to be relocated as part of the project due to the roadway widening and installation of a new storm sewer system. Avoidance alternatives were not practicable because it would not enable the project design to meet the purpose and need of the project. Ongoing coordination with IAW will occur through the design process to minimize impacts to the public water system. Although the public water system will be temporarily impacted, all services are expected to be restored by project completion.

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Flood Plains

Longitudinal Encroachment
Transverse Encroachment
Project located within a regulated floodplain
Homes located in floodplain within 1000' up/downstream from project

Presence

X

Impacts

Yes	No
X	

Discuss impacts according to classification system described in the "Procedural Manual for Preparing Environmental Studies".

Remarks:

Based on a desktop review of The Indiana Department of Natural Resources Indiana Floodway Information Portal website (<http://dnrmmaps.dnr.in.gov/appsphp/fdms/>) by CMT on April 5, 2019, and the RFI report, this project is located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix F, page F-61). An early coordination letter was sent on December 18, 2019 to the local Floodplain Administrator. On December 19, 2019, the Floodplain Administrator responded that the entire project is located in the Floodway of the Ohio River and will require Disturbance permits from the USACE, IDNR, Town of Clarksville, and City of Jeffersonville, and that Clarksville is a CRS Community, and, as such, the Floodplain Ordinance requires a 1:1 mitigation for any fill placed within the Floodway or Flood Fringe areas (Appendix C, pages C-32 to C-33). The Floodplain Ordinance mitigation information has been included as a commitment in the Environmental Commitments section of this document.

This project qualifies as a Category 3 per the INDOT CE Manual, which states the modifications to drainage structures included in this project will result in an insubstantial change in their capacity to carry flood water. This change could cause a minimal increase in flood heights and flood limits. These minimal increases will not result in any substantial adverse impacts on the natural and beneficial floodplain values; they will not result in substantial change in flood risks or damage; and they do not have substantial potential for interruption or termination of emergency service or emergency routes; therefore, it has been determined that this encroachment is not substantial.

Farmland

Agricultural Lands
Prime Farmland (per NRCS)

Presence

Impacts

Yes	No

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

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

See CE Manual for guidance to determine which NRCS form is appropriate for your project.

Remarks:

Based on a desktop review, a site visit on September 18, 2018 by CMT, and the aerial map of the project area (Appendix B, page 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 was sent on February 19, 2019 to Natural Resources Conservation Services (NRCS). On March 5, 2019, the NRCS responded that the project will not cause a conversion of prime farmland.

SECTION C – CULTURAL RESOURCES

	Category	Type	INDOT Approval Dates	N/A
Minor Projects PA Clearance				

Eligible and/or Listed Resource Present

Results of Research

Archaeology
NRHP Buildings/Site(s)
NRHP District(s)
NRHP Bridge(s)

X
X
X
X

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Project Effect

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

Documentation Prepared

Documentation (mark all that apply)

		ES/FHWA Approval Date(s)	SHPO Approval Date(s)
Historic Properties Short Report			
Historic Property Report	X	November 20, 2018	March 21, 2019
Archaeological Records Check/ Review	X	May 6, 2019	May 31, 2019
Archaeological Phase Ia Survey Report	X	May 6, 2019	May 31, 2019
Archaeological Phase Ic Survey Report			
Archaeological Phase II Investigation Report			
Archaeological Phase III Data Recovery			
APE, Eligibility and Effect Determination	X	July 1, 2019	July 28, 2019
800.11 Documentation	X	September 27, 2019	October 28, 2019

Memorandum of Agreement (MOA)

☒

MOA Signature Dates (List all signatories)

Required

FHWA – February 18, 2020

SHPO – December 11, 2019

Invited

INDOT – December 16, 2019

Town of Clarksville – January 21, 2020

Describe all efforts to document cultural resources, including a detailed summary of the Section 106 process, using the categories outlined in the remarks box. The completion of the Section 106 process requires that a Legal Notice be published in local newspapers. Please indicate the publication date, name of paper(s) and the comment period deadline. Likewise include any further Section 106 work which must be completed at a later date, such as mitigation or deep trenching.

Remarks:

Area of Potential Effect (APE):

The Area of Potential Effects (APE) for this roadway improvement project includes above-ground properties adjacent to the project area and extends east and west from the termini to incorporate those resources that would likely have a view of the project. The APE for aboveground resources is shown in the Effect Determination (Appendix D, pages D-1 to D-13). The APE for archaeological resources is defined as the project footprint.

Coordination with Consulting Parties:

In an email sent February 21, 2019, Weintraut & Associates, Inc. (W&A) invited the following parties to join Section 106 consultation and to review the Early Coordination Letter (ECL) and Historic Property Report (HPR), and the archaeological review on INSCOPE: Indiana State Historic Preservation Officer (SHPO), Indian Landmarks-Southern Regional Office, Clark's Grant Historical Society, Howard Steamboat Museum/Clark County Historical Society, Clarksville Historical Society, Jeff-Clark Preservation, Inc., Jeffersonville Historic Preservation Commission, Jeffersonville Main Street, Clark County Historian, Kentuckiana Regional Planning and Development Agency, Clark County Board of Commissioners, Clark County Council, Clark County Engineer, Professor Emeritus of History of DePauw University/Bridge Historian, and Historic Spans Taskforce (Appendix D, pages D-35 to D-36). W&A provided SHPO with paper copies of the HPR and ECL.

On May 8, 2019, INDOT-CRO, to complete government-to-government consultation per the *Memorandum of Understanding among the FHWA, SHPO, IDOT and Federally Recognized Tribes Interested in Indiana Lands Regarding Tribal Consultation Requirements for the Indiana Federal Transportation Program*, separately invited the following Federally Recognized Tribes to join Section 106 consultation and to review the ECL, HPR, and the archaeological review: Eastern Shawnee Tribe of Indians of Oklahoma, Miami Tribe of Oklahoma, Peoria Tribe of Indians of Oklahoma, Pokagon Band of Potawatomi Indians, Delaware Tribe of Indians, and United Keetoowah Band of Cherokee Indians (Appendix D, pages D-37 to D-38).

The Miami Tribe of Oklahoma agreed to join consultation. The Miami Tribe of Oklahoma provided no further comments

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during the consultation process.

Coordination with Consulting Parties	
Consulting Party	Date Invited
Eastern Shawnee Tribe of Indians of Oklahoma	May 8, 2019
Miami Tribe of Oklahoma	May 8, 2019
Peoria Tribe of Indians of Oklahoma	May 8, 2019
Pokagon Band of Potawatomi Indians	May 8, 2019
United Keetoowah Band of Cherokee Indians	May 8, 2019
Delaware Tribe of Indians	May 8, 2019
SHPO	February 21, 2019
Indiana Landmarks--Southern Regional Office	February 21, 2019
Clark's Grant Historical Society	February 21, 2019
Howard Steamboat Museum/Clark County Historical Society	February 21, 2019
Clarksville Historical Society	February 21, 2019
Jeff-Clark Preservation, Inc.	February 21, 2019
Jeffersonville Historic Preservation Commission	February 21, 2019
Jeffersonville Main Street	February 21, 2019
Clark County Historian	February 21, 2019
Kentuckiana Regional Planning and Development Agency	February 21, 2019
Clark County Board of Commissioners	February 21, 2019
Clark County Council	February 21, 2019
Clark County Engineer	February 21, 2019
Professor Emeritus of History, DePauw University / Bridge Historian	February 21, 2019
Historic Spans Taskforce	February 21, 2019

*Consulting parties in bold accepted the invitation to join consultation.

Archaeology:

A qualified professional archaeologist for W&A reviewed SHAARD and found there is one recorded site within or adjacent to the project location. Site 12CL0977 is located on the Carman Industries property and is recorded as a nineteenth- to twenty-first century historic dump, house, and urban scatter by Cultural Resource Analysts, Incorporated (CRAI) (Cupka Head 2016). The site remains potentially eligible as an indeterminate assessment was offered, and further study or avoidance was recommended. The 12CL0977 site was not resurveyed during the current reconnaissance as permission to access the Carman property was denied at the present time. The CRAI recommendation for avoidance or additional survey remains in effect. Additionally, the western boundary of the site is not currently defined as it continued beyond the limits of the CRAI survey area. There are 15 additional sites outside of APE within 1.6 kilometer (1 mile). No impacts will occur to these 15 sites.

An archaeologist for W&A visited the project area on September 18, 2018 and determined the majority of the project area is within ROW, parking lots, sidewalks, elevated and altered residential properties, earthen levees and utility corridors. Evidence of cut and fill episodes were apparent in numerous probes. Within undisturbed soil areas, no precontact or historic diagnostic cultural material or deposits were identified during the shovel probes; several modern items of recent origin were observed in the shovel probes but were not retained. Subsurface disturbance along the north side of Riverside Drive within grassed residential and commercial properties, as well as an area within Ashland Park, was confirmed. The majority of this area has been elevated and altered. No cultural materials other than modern historic debris, brick fragments, and cinder/slag were observed in the probes, and no cultural resources were located as a result of the Phase Ia reconnaissance of the project area.

W&A concluded that no further work is necessary within the project area that was accessible and that could be surveyed during the reconnaissance. Because the Carman Industries property contains one previously recorded archaeology site (12CL0977) and due to the property's location overlooking the Ohio River, the unsurveyed area has probability of containing additional unrecorded sites. Additional survey for this area was recommended when access to the Carman Industries property is granted.

SHPO provided the following comments or questions regarding archaeology:

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- Concurred with W&A that no further archaeological investigations are necessary within the surveyed portion of the project
- Stated the unsurveyed portion of the project may contain other undocumented archaeological deposits and that this area must be avoided by ground disturbance or the area must be investigated by a qualified archaeologist before the SHPO will resume identification and evaluation procedures for this project
- Stated if any prehistoric archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activating, the discovery must be reported to IDNR with two business days.
- Requested plans showing where right-of-way will be acquired and where curb lines and other structures will be built on or within close proximity to the identified historic properties

On July 1, 2019, INDOT's Cultural Resources Office (CRO) Manager responded to the SHPO's letter inquiring about archaeological investigations (Appendix D, pages D-4 to pages D-11). INDOT CRO provided annotated plans sheets and described project activities and likely effects of this project on historic resources. In regards to archaeology, INDOT CRO stated the eligibility of resources located within the archaeological APE will be determined at a later date after access to the Carman Industries property is granted and archaeological investigation is completed.

On July 28, 2019, SHPO stated that they recognized FHWA's intent to issue a Finding of Adverse Effect to Site 12C1977, the probability of additional unrecorded archaeological site, and the present inability to identify and assess those sites known and unknown within the unsurveyed area (Appendix D, pages D-12 to D-13). Furthermore, they stated the stipulations placed in the Memorandum of Agreement (MOA) must demonstrate a level of effort consistent with 36 C.F.R. Part 800 regulations and affirm that prior to ground-disturbing activities, INDOT and its consultants shall complete the identification and evaluation of archaeological resources for inclusion in the NHRP.

Historic Properties:

The APE contains one property listed in the in the National Register of Historic Places (NRHP) and one property previously determined eligible for listing in the NRHP: the Louisville Municipal Bridge (Indiana Historic Sites and Structures Inventory [IHSSI] No.: 019-446-58215; NR-0681; listed in 1984) and the Ohio Falls Car and Locomotive Company Historic District (IHSSI Nos.: 019-446-61001 to 019-446-641017; NR-2081), respectively. The APE also contains two resources recommended eligible for listing in the NRHP: House at 519 Riverside Drive (IHSSI No.: 019-446-642-5) and the Jeffersonville-Clarksville Levee System (WA 1).

The Louisville Municipal Bridge (IHSSI No.: 019-446-58215; NR-0681; listed in 1984) carries U.S. 31 over the Ohio River between Jeffersonville, Indiana and Louisville, Kentucky and was constructed 1928-1929. The bridge is set on eight limestone piers which support two large, continuous span Warren thru-trusses, a simple span thru-truss, and simple approach spans on both sides of the river. The bridge's approaches are marked by smooth, lighted, Art Deco-style limestone pylons that mark the Indiana and Kentucky sides of the structure. An Administration Building, outside the APE, is also a limestone structure. A portion of Riverside Drive runs underneath the bridge and is located within the APE. The simple span northern approach is the portion of the bridge extant within the APE. This portion of the bridge rests on limestone squared abutment with riveted steel doors (north of the APE) and is topped by a riveted plate girder and stringers. The Louisville Municipal Bridge is listed in the NRHP under Criteria A and C for significance in the areas of Engineering, transportation, and Architecture.

The Ohio Falls Car and Locomotive Company Historic District (IHSSI Nos.: 019-446-61001 to 019-446-641017; NR-2081) consists of fifteen Contributing and five Non-Contributing resources north of the Ohio River. Most buildings are nineteenth-century brick Romanesque structures connected to the industrial and productive activities of the Ohio Falls Car and Locomotive Company. One resource within the district serves as the northern boundary for the APE, a portion of floodwall associated with the Jefferson-Clarksville Levee System. This wall also serves as the southern boundary for the historic district and is a Non-Contributing element to the Ohio Falls Car and Locomotive Company Historic District because of its lack of association with that company. However, historians believe this broader levee system possesses significance and have described it separately in the HPR. The Ohio Falls Car and Locomotive Company Historic District is significant under NRHP Criterion A in the areas of Industry and Transportation for its association with the Ohio Car and Locomotive Company's nineteenth-century production of railroad cars for passengers and freight and related components. The period of significance spans from 1872, when the earliest of the buildings on the site was constructed, to 1930, when the business closed. An NRHP nomination was prepared for this property, but a property owner objected to its listing. The nomination was sent to the National Park Service and was determined eligible in 2009. The District retains those characteristics for which it was determined eligible for listing in the NRHP.

House at 519 Riverside Drive (IHSSI No.: 019-446-64205) built around 1870 was rated Notable in the SHAARD database (2011) as an example of an Italianate-style architecture. It is a fine remaining example of the homes that once

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lined Riverside Drive in Clarksville and Jeffersonville in the 1870s. Riverside Drive has been recognized in Jeffersonville as “one of the very few residential streets in Indiana facing the Ohio River.” This house is recommended eligible under Criterion C as a rare, intact example of the late nineteenth century homes that once lined Riverside Drive in Clarksville. It does not have a strong association with events or individuals important to the past and is therefore not recommended eligible under Criteria A and B. There is no known data potential associated with the property, so historians are not recommending it eligible under Criterion D. The recommended historic property boundary includes the building and the immediately adjacent lawn area.

The Jeffersonville-Clarksville Levee System (WA 1; described above) is located along the north side of Riverside Drive. A section of concrete flood wall standing fifteen feet tall serves as the northern boundary for the APE. A portion of the wall within the APE is listed as a Non-Contributing resource in the NRHP-eligible Ohio Falls Car and Locomotive Company Historic District. An earthen levee system, covered by manicured grass and reinforced by a sloping brick abutment, continues west of the flood wall within the APE, north of Ashland Park. The flood wall, levee sections, and other flood control-related resources that are located within the APE are part of an extensive flood control system that extends several miles both to the east and west outside the APE and historians did not assess these individual elements of the system. However, based on the integrity of the wall within the APE, historians are recommending the levee system eligible for listing in the NRHP under Criterion A, given the extensive nature of the flood control infrastructure that was constructed in the Ohio River Valley, particularly in the area around Clarksville and Jeffersonville, as a result of the 1937 flood. Historians believe a review of the full levee system, which is beyond the scope of this project, would be needed to make an assessment under Criterion C for Engineering. This levee is not connected with the productive life of a particular individual and therefore is not recommended eligible under Criterion B. There is no known data potential associated with the property, so historians are not recommending it eligible under Criterion D. The recommended historic property boundary is the levee system’s path within the APE.

SHPO provided comments on the ECL and the HPR in a letter dated March 21, 2019, in which it concurred with the APE. SHPO concurred with the eligibility recommendations of the HPR.

On July 1, 2019, INDOT-CRO submitted an Effects Letter for the project to SHPO and W&A invited consulting parties to comment (Appendix D, pages D-4 to D-7). INDOT-CRO, determined that “No Adverse Effect” would occur to any of the historic properties. On September 9, 2019, FHWA signed a determination of “No Adverse Effect” for the four historic properties. On July 28, 2019 SHPO responded that they agree that the Louisville Municipal Bridge, the Ohio Falls Car and Locomotive Company Historic District, the House at 519 Riverside Drive, and the Jeffersonville-Clarksville Levee System will not be adversely affected by the project.

Documentation, Findings:

INDOT, acting on behalf of FHWA, has determined a finding of “Adverse Effect” is appropriate for this undertaking. A finding of “Adverse Effect” has been determined for Site 12CL0977 and the unsurveyed area on the Carman Industries property. The FHWA will address any archaeological work that may need to be completed in a Memorandum of Agreement (MOU).

INDOT, acting on FHWA’s behalf, requested the Indiana State Historic Preservation Officer provide written concurrence with the Section 106 determination of effect for these properties and the project’s overall effect finding of “Historic Properties Affected: Adverse Effect” on July 1, 2019 (Appendix D, pages D-4 to D-7). Consulting parties were invited to review the determination and provide comments within 30 days. No comments were received.

On October 16, 2019, the Advisory Council on Historic Preservation (ACHP) responded to the Effects Letter that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, of ACHP regulations, “Protection of Historic Properties” (36 CFR Part 800), does not apply to this undertaking and that their participation in the consultation to resolve adverse effects is not needed. However, if ACHP receives a request for participation from the SHPO, Tribal Historic Preservation Officer (THPO), affected Indian tribe, a consulting party, or other party, they may reconsider their decision. Additionally, should circumstances change, and it is determined that ACHP participation is needed to conclude the consultation process, ACHP should be notified.

FHWA has signed a determination of “Adverse Effect” for this Section 106 undertaking on September 27, 2019 (Appendix D, pages D-1 to D-3). SHPO concurred with the determination of “Adverse Effect” for this Section 106 undertaking on October 28, 2019 (Appendix D, pages D-12 to D-13). The criteria of adverse effect, as defined and described in 36 CFR 800.5(a)(1) and in 36 CFR 800.5(a)(2)(i) through (v), do not apply to the Louisville Municipal Bridge, the Ohio Falls Car and Locomotive Company Historic District, the House at 519 Riverside Drive, or the Jeffersonville-Clarksville Levee System.

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The eligibility of Site 12C1977 will be addressed at a later date. Standards for the archaeological identification, evaluation, and reporting will be included in a MOA. FHWA intends to address the effects of the undertaking on any NRHP-eligible archaeology site through stipulations in a MOA.

MOA:

In an effort to mitigate the finding of Adverse Effect, a MOA was established between the FHWA, SHPO, INDOT, and the Town of Clarksville. The MOA was developed in discussion with consulting parties through meetings and correspondence. All of the stipulations contained in the MOA are firm project commitments. A copy of the executed MOA is located in Appendix, pages D-14 to D-28. The MOA contains the following stipulations:

- I. Professional Qualifications and Standards:
FHWA, in coordination with INDOT, shall ensure that work carried out pursuant to this MOA shall be performed by or under the direct supervision of historic preservation professionals who meet the Secretary of the Interior's Professional Qualifications Standards, as Amended and Annotated at http://www.nps.gov/history/local-law/arch_stnds_9.htm and all relevant Indiana state guidelines and standards, including 14-21-1, 312 IAC 22, and the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology's most current Guidebook for Indiana Sites and Structures ("qualified professionals"). The FHWA and INDOT shall ensure that consultants retained for services pursuant to the MOA meet these standards.
- II. Mitigation Measures:
 - A. One previously reported archaeological site, 12CL0977, was identified within the project area. The owner of the parcel containing site 12CL0977 refused archaeologists access to the property, therefore this parcel (and site 12CL0977) was not surveyed or evaluated as part of the Phase Ia reconnaissance. Site 12CL0977 remains potentially eligible for inclusion on the NRHP and was recommended for further study or avoidance.
 - B. Before commencing ground-disturbing construction activities within a segment of this Project that could affect the parcel containing site 12CL0977, FHWA or its representatives shall complete a Phase I archaeological reconnaissance of the parcel to examine the parcel and to re-evaluate the potential eligibility of archaeological site 12CL0977 for inclusion in the NRHP.
 - C. If archaeological site 12CL0977 or any new archaeological sites located on the parcel are potentially eligible for inclusion on the NRHP, FHWA or its representatives shall complete a Phase II investigation of these sites to determine their NRHP eligibility.
 - D. If any site on the parcel is determined to be eligible for inclusion in the NRHP, Phase III data recovery shall be conducted to mitigate for impacts to the sites from this Project.
 - E. No less than 10% of a site within the project limits shall be tested during Phase II investigations; Phase III data recovery, if required, shall excavate no less than an additional 25% of the site area within the project limits as mitigation.
 - F. Prior to fieldwork, an archaeological Treatment Plan outlining the methodologies to be followed during any Phase I, Phase II, and/or Phase III investigations shall be submitted to the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology for approval under IC-14-21-1-25.
 - G. A report of investigations detailing all archaeological investigations shall be provided to SHPO for their review and concurrence within one (1) year after fieldwork ends.

Public Involvement:

To meet the public involvement requirements of Section 106, FHWA's finding of No Adverse Effect, a notice was advertised in the *News and Tribune* on October 9, 2019. The public comment period closed 30 days later on November 8, 2019. The text of the public notice and the affidavit of publication appear in Appendix D, pages D-42 to D-43. No comments were received as a result of the public notice.

The MOU was signed by the SHPO on December 11, 2019, INDOT on December 16, 2019, the Town of Clarksville on January 21, 2020, and FHWA on February 18, 2020. The Section 106 process is fully complete and the responsibilities of the FHWA under Section 106 have been fulfilled.

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

Section 4(f) Involvement (mark all that apply)

Parks & Other Recreational Land

Publicly owned park
Publicly owned recreation area
Other (school, state/national forest, bikeway, etc.)

Presence

X
X

Use

Yes	No
	X
	X

Evaluations Prepared

Programmatic Section 4(f)*
“De minimis” Impact*
Individual Section 4(f)

FHWA Approval date

--

Wildlife & Waterfowl Refuges

National Wildlife Refuge
National Natural Landmark
State Wildlife Area
State Nature Preserve

Presence

Use

Yes	No

Evaluations Prepared

Programmatic Section 4(f)*
“De minimis” Impact*
Individual Section 4(f)

FHWA Approval date

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Historic Properties

Sites eligible and/or listed on the NRHP

Presence

X

Use

Yes	No
	X

Evaluations Prepared

Programmatic Section 4(f)*
“De minimis” Impact*
Individual Section 4(f)

FHWA Approval date

--

*FHWA approval of the environmental document also serves as approval of any Section 4f Programmatic and/or De minimis evaluation(s) discussed below.

Discuss Programmatic Section 4(f) and “de minimis” Section 4(f) impacts in the remarks box below. Individual Section 4(f) documentation must be separate Draft and Final documents. For further discussions on Programmatic, “de minimis” and Individual Section 4(f) evaluations please refer to the “Procedural Manual for the Preparation of Environmental Studies”. Discuss proposed alternatives that satisfy the requirements of Section 4(f).

Remarks:

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. Lands subject to this law are considered Section 4(f) resources.

Based on a desktop review, a site visit on September 18, 2018 by CMT, the aerial map of the project area (Appendix B,

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page B-3), and the RFI report (Appendix E, page E-2), there are eight 4(f) resources located within 0.5 mile of the project. There are three section 4(f) recreation properties located within or adjacent to the project area. The 4(f) recreation resources include the Ohio River Greenway, the Clarksville Heritage Trail, and Ashland Park. Four section 4(f) historic properties, which includes four historic resources listed, or eligible for listing in the NRHP, are located within the APE for this project: Louisville Municipal Bridge (IHSSI No.: 019-446-58215; NR-0681), Ohio Falls Car and Locomotive Company Historic District (IHSSI Nos.: 019-446-61001 to 019-446-641017; NR-2081), House at 519 Riverside Drive (IHSSI No.: 019-446-64205), and Jeffersonville-Clarksville Levee System (WA 1; described above). The APE, coordination with consulting parties, historic properties, Section 106 finding, and public involvement are discussed in the Cultural Resources section of this document.

The Ohio River Greenway – The Greenway is a publicly owned integrated recreational corridor, managed by the City of Clarksville within the Clarksville town limits. The Ohio River Greenway Development Commission is also a managing entity of the trail and provides a common linkage between the Communities of Jeffersonville, Clarksville and New Albany.

According to the Ohio River Greenway mapping (available at <http://ohiorivergreenway.org/project-info/project-map/>), the portion of the multi-use path within the project limits is noted as a “shared-use path” with the Riverside Drive traffic lanes. However, there currently are no pavement markings or signage to indicate as such, and it is assumed bicyclists share the roadway with vehicles. Also, where the shared-use segment connects to the separated trail in Ashland Park, there is currently a vertical curb without a bicycle-safe ramp. Due to the narrow existing pavement, relatively low traffic volumes, and fairly extensive storm sewer work required, Riverside Drive will be closed to through traffic and detoured. Therefore, the Ohio River Greenway will be temporarily detoured as well from Ashland Park east to the town limits during construction. The project will also include crosswalk enhancements at Riverside/Woerner so the Clarksville Heritage Trail safely connects to the Ohio River Greenway. The project will require temporary restriction of pedestrian access to the Greenway from Ashland Park to the Jeffersonville town limits during project construction. The Clarksville Heritage Trail connector segment to the Ohio River Greenway will be temporarily detoured away from this intersection during construction. These impacts are a use of the property.

The following measures to minimize harm will be incorporated into the plans as plan notes and as environmental commitments in the NEPA document:

- Appropriate detour signage will be installed to alert users of construction activities
- The contractor will coordinate with the Ohio River Greenway Commission regarding the schedule for the detour of the Greenway between Ashland Park and the City of Jeffersonville
- The staging and/or storage of construction equipment will not take place outside proposed construction limits.

In accordance with 23 CFR 774.13(g), the project constitutes a transportation enhancement exception of the Ohio River Greenway 4(f) property, based on the following assessment:

- The use of the 4(f) property will preserve and enhance the Ohio River Greenway and the activities, features and attributes that qualifies the trail for Section 4(f) protection by constructing a designated multi-use paved path to connect the Falls of the Ohio section to the Jeffersonville Section of the Ohio River Greenway
- The official with jurisdiction (OWJ) (Ohio River Greenway Commission) agrees with this determination

Based on the scope of the project and type of work, there will be no permanent interference with or adverse effects to the recreational activities, features and/or attributes associated with the Ohio River Greenway.

Early coordination letters were sent to the OWJ and Friends of the Ohio River Greenway on February 19, 2019 (Appendix C, page C-1). No responses to the early coordination letter have been received. A Section 4(f) coordination letter was sent to the OWJ on November 4, 2019 (Appendix C, page C-39 to C-48). On November 18, 2019, the OWJ responded to express their “support and concurrence for” the project (Appendix C, page C-49). Therefore, no Section 4(f) evaluation is required for the Ohio River Greenway.

Clarksville Heritage Trail – The Clarksville Heritage Trail is a publicly owned recreational trail managed by the Clarksville Parks and Recreation Department that begins at Colgate Park. It presently runs north-south as a shared-use route with motor vehicles along Woerner Avenue to Riverside Drive where it connects to the Ohio River Greenway. A connector segment connects the Heritage Trail to the Ohio River Greenway, which shares its route with vehicular traffic.

The Riverside Drive project will include crosswalk enhancements at Riverside/Woerner so the Clarksville Heritage Trail safely connects to the Ohio River Greenway (see Exhibit 3). The project will require temporary restriction of pedestrian

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access to the connector segment that crosses over Riverside Drive to the Greenway during project construction. The Clarksville Heritage Trail connector segment to the Ohio River Greenway will be temporarily detoured away from this intersection during construction. These impacts are a use of the property.

The following measures to minimize harm will be incorporated into the project:

- Appropriate detour signage will be installed to alert users of construction activities.
- The contractor will coordinate with the Town of Clarksville and Clarksville Parks and Recreation regarding the schedule for the detour of the Clarksville Heritage Trail connector segment at Riverside Drive.
- The staging and/or storage of construction equipment will not take place outside proposed construction limits.

In accordance with 23 CFR 774.13(g), the project constitutes a transportation enhancement exception for the Clarksville Heritage Trail Connector of Ohio River Greenway 4(f) property, based on the following assessment:

- The use of the 4(f) property will preserve and enhance the Heritage Trail Connector and the activities, features and attributes that qualifies the trail for Section 4(f) protection by tying the trail route into a designated multi-use path (the Ohio River Greenway) at its southern terminus
- The OWJ (Clarksville Parks and Recreation Department) agrees with this determination

Based on the scope of the project and type of work, there will be no permanent interference with or adverse effects to the recreational activities, features and/or attributes associated with the Clarksville Heritage Trail Connector of the Ohio River Greenway.

An Early Coordination Letter was sent to the Clarksville Parks and Recreation Department on February 19, 2019 (Appendix C, page C-1). No responses to the early coordination letter have been received. A Section 4(f) coordination letter was sent to the OWJ on November 4, 2019 (Appendix C, pages C-50 to C-60). On November 5, 2019, the OWJ “concur[red]”, based on the project scope, that there will be no adverse effects or permanent interference with the recreational opportunities or amenities in Ashland Park or the Clarksville Heritage Trail Connector of the Ohio River Greenway” (Appendix C, page C-61). Additionally, the OWJ agreed with the measures outlined to minimize any impacts and stated “the improvements will enhance the opportunities for trail access and connectivity.” Therefore, no Section 4(f) evaluation is required for the Clarksville Heritage Trail.

Ashland Park – Ashland Park, a publicly owned park managed by Clarksville Parks and Recreation, is located within the west end of the project area. The Park is located on Marathon Ashland Petroleum LLC owned property and is leased by Clarksville Parks and Recreation, which manages the park as a public facility.

The project will require temporary closure of the most eastern parking lot of Ashland Park during construction. The project will require an estimated 0.1 acres of temporary right-of-way (for construction access) and 0.33 acres of permanent right-of-way from the Marathon Ashland Petroleum LLC owned property. Three other parking lots are available 0.25-mile to the west and will remain open during construction. The park and trail amenities that encircle this parking lot (i.e. benches, trash receptacles, streetlights, information boards, and the overlook area) will remain open and will be accessible via the existing Ohio River Greenway. Access to the parking lot and functionality of the Park and Greenway will not be permanently altered by the project. These impacts are a use of the property.

The following measures to minimize harm will be incorporated into the project:

- Appropriate detour signage will be installed to alert users of construction activities and direct them to the other open parking lots.
- The contractor will coordinate with the Town of Clarksville and Clarksville Parks and Recreation regarding the schedule for the most eastern parking lot closure along Riverside Drive at Ashland Park.
- The staging and/or storage of construction equipment will not take place outside proposed construction limits within Ashland Park.

In accordance with 23 CFR 774.13(g), the project will result in a transportation enhancement exception of the Ashland Park 4(f) property, based on the following assessment:

- The project will not adversely affect the features, attributes, or activities qualifying Ashland Park for protection under Section 4(f) and will not change the recreational aspects of the park
- Temporary closure of one parking lot (no longer than the duration of the Riverside Drive detour) with no change in ownership
- Nature and magnitude of changes to the property are minimal
- With three other parking lots available, temporary closure of this parking lot is not considered an adverse effect

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- on the protected activities, features or attributes or on access to the park
- The use of the 4(f) property will preserve and enhance Ashland Park and the activities, features and attributes that qualifies the park for Section 4(f) protection, as the existing greenway that is currently separated from traffic through Ashland Park will no longer end, but continue eastward to the Town limits
- The OWJ (Clarksville Parks and Recreation Department) agrees with this

An Early Coordination Letter was sent to the Clarksville Parks and Recreation Department on February 19, 2019 (Appendix C, page C-1). No responses to the early coordination letter have been received. A Section 4(f) coordination letter was sent to the OWJ on November 4, 2019 (Appendix C, pages C-50 to C-60). On November 5, 2019, the OWJ “concur[red]”, based on the project scope, that there will be no adverse effects or permanent interference with the recreational opportunities or amenities in Ashland Park or the Clarksville Heritage Trail Connector of the Ohio River Greenway” (Appendix C, page C-61). Additionally, the OWJ agreed with the measures outlined to minimize any impacts and stated “the improvements will enhance the opportunities for trail access and connectivity.” Therefore, no Section 4(f) evaluation is required for Ashland Park.

Louisville Municipal Bridge – The Louisville Municipal Bridge carries U.S. 31 over the Ohio River between Jeffersonville, Indiana and Louisville, Kentucky and was constructed 1928-1929. The bridge is set on eight limestone piers which support two large, continuous span Warren thru-trusses, a simple span thru-truss, and simple approach spans on both sides of the river. The bridge’s approaches are marked by smooth, lighted, Art Deco-style limestone pylons that mark the Indiana and Kentucky sides of the structure. A portion of Riverside Drive runs underneath the bridge. The simple span northern approach is the portion of the bridge extant within the APE. This portion of the bridge rests on limestone squared abutment with riveted steel doors (north of the APE) and is topped by a riveted plate girder and stringers. The Louisville Municipal Bridge is listed in the NRHP under Criteria A and C for significance in the areas of Engineering, transportation, and Architecture.

No work will occur on or under the bridge as a result of this project. Project activities will end west of the bridge. New concrete sidewalks and curbs will tie into existing curb and sidewalk (north side) or transition to the existing roadway (south side) approximately sixty feet west of the bridge deck. There would be no direct impact to the structure and visual changes in the broader setting.

In accordance with 23 CFR 774.11, the project does not constitute a “use” of the 4(f) property, based on the following assessment:

- Will not convert property from the Louisville Municipal Bridge, a section 4(f) historic property, to a transportation use.
- No change in ownership of the 4(f) property will take place.
- The scope of work is minor, as the nature and magnitude of the changes to the 4(f) property are minimal.

The OWJ for the Louisville Municipal Bridge is the IDNR SHPO.

INDOT, acting on FHWA’s behalf, has determined the appropriate Section 106 finding is “No Adverse Effect” to this 4(f) historic resource (Appendix D, pages D-4 to D-11). Therefore, no Section 4(f) evaluation is required for the Louisville Municipal Bridge.

Ohio Falls Car and Locomotive Company Historic District - The Ohio Falls Car and Locomotive Company Historic District consists of fifteen Contributing and five Non-Contributing resources north of the Ohio River. Most buildings are nineteenth-century brick Romanesque structures connected to the industrial and productive activities of the Ohio Falls Car and Locomotive Company. One resource within the district serves as the northern boundary for the APE, a portion of floodwall associated with the Jefferson-Clarksville Levee System. This wall also serves as the southern boundary for the historic district and is a Non-Contributing element to the Ohio Falls Car and Locomotive Company Historic District because of its lack of association with that company. The Ohio Falls Car and Locomotive Company Historic District is significant under NRHP Criterion A in the areas of Industry and Transportation for its association with the Ohio Car and Locomotive Company’s nineteenth-century production of railroad cars for passengers and freight and related components. The period of significance spans from 1872, when the earliest of the buildings on the site was constructed, to 1930, when the business closed. An NRHP nomination was prepared for this property, but a property owner objected to its listing. The nomination was sent to the National Park Service and was determined eligible in 2009. The District retains those characteristics for which it was determined eligible for listing in the NRHP.

No work will occur within the historic district as a result of this project. The project will occur south of the Ohio Falls Car and Locomotive Company Historic District. In most locations, the Jeffersonville-Clarksville Levee System wall

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(which does not contribute to this historic district) would block views. The district may have a view to the undertaking from the east boundary along Market Street; however, that minor visual impact would not adversely affect the district's significance.

In accordance with 23 CFR 774.11, the project does not constitute a "use" of the 4(f) property, based on the following assessment:

- Will not convert property from the Ohio Falls Car and Locomotive Company Historic District, a section 4(f) historic property, to a transportation use.
- No change in ownership of the 4(f) property will take place.
- The scope of work is minor, as the nature and magnitude of the changes to the 4(f) property are minimal.

The OWJ for the Ohio Falls Car and Locomotive Company Historic District is the IDNR SHPO.

INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect" to this 4(f) historic resource (Appendix D, pages D-4 to D-11). Therefore, no Section 4(f) evaluation is required for the Ohio Falls Car and Locomotive Company Historic District.

House at 519 Riverside Drive – The house was (IHSSI No.: 019-446-64205) built around 1870 and was rated Notable in the SHAARD database (2011) as an example of an Italianate-style architecture. It is a fine remaining example of the homes that once lined Riverside Drive in Clarksville and Jeffersonville in the 1870s. Riverside Drive has been recognized in Jeffersonville as "one of the very few residential streets in Indiana facing the Ohio River." This house is recommended eligible under Criterion C as a rare, intact example of the late nineteenth century homes that once lined Riverside Drive in Clarksville. It does not have a strong association with events or individuals important to the past and is therefore not recommended eligible under Criteria A and B. There is no known data potential associated with the property, so historians are not recommending it eligible under Criterion D. The recommended historic property boundary includes the building and the immediately adjacent lawn area.

No temporary right-of-way or permanent right-of-way is being acquired from the property. The broader setting of the property will likely be changed by the addition of street lighting and by the shifting of the sidewalk south approximately three feet closer to the road and by the widening of Riverside Drive approximately ten feet to allow for on-street parking. These changes in setting would not impact the significance of the house as a rare, intact example of the late nineteenth century homes that once lined Riverside Drive. The setting of this resource has already been altered by the existing, modern streetscape and the construction of nearby modern residences to the west of this house.

In accordance with 23 CFR 774.11, the project does not constitute a "use" of the 4(f) property, based on the following assessment:

- Will not convert property from the Louisville Municipal Bridge, a section 4(f) historic property, to a transportation use.
- No change in ownership of the 4(f) property will take place.
- The scope of work is minor, as the nature and magnitude of the changes to the 4(f) property are minimal.

The OWJ for the House at 519 Riverside Drive is the IDNR SHPO.

INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect" to this 4(f) historic resource (Appendix D, pages D-4 to D-11). Therefore, no Section 4(f) evaluation is required for the Louisville Municipal Bridge.

Jeffersonville-Clarksville Levee System - The Jeffersonville-Clarksville Levee is located along the north side of Riverside Drive. A section of concrete flood wall standing fifteen feet tall serves as the northern boundary for the APE. A portion of the wall within the APE is listed as a Non-Contributing resource in the NRHP-eligible Ohio Falls Car and Locomotive Company Historic District. An earthen levee system, covered by manicured grass and reinforced by a sloping brick abutment, continues west of the flood wall within the APE, north of Ashland Park. The flood wall, levee sections, and other flood control-related resources that are located within the APE are part of an extensive flood control system that extends several miles both to the east and west outside the APE. Based on the integrity of the wall within the APE, the levee system is eligible for listing in the NRHP under Criterion A, given the extensive nature of the flood control infrastructure that was constructed in the Ohio River Valley, particularly in the area around Clarksville and Jeffersonville, as a result of the 1937 flood. A review of the full levee system would be needed to make an assessment under Criterion C for Engineering. The recommended historic property boundary is the levee system's path within the APE.

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No work will occur on the levee as a result of this project. The project will occur south of the levee system and will not directly impact the historic boundary; at its nearest location, west of Market Street, the project will end approximately 15 feet from the levee system. The project will introduce visual elements into the broader setting through the installation of sidewalks and widening of Riverside Drive for on-street parking. These visual effects will not adversely affect this property's significance under Criterion A, as part of the flood infrastructure system in Clarksville and Jeffersonville.

Based on the scope of the project and type of work, there will be no permanent interference with or adverse effects to the recreational activities, features and/or attributes associated with Ashland Park. Any existing fence that surrounds the non-public portions of the Marathon Ashland property that is impacted by the project will be reset to the new right of way line. This will either be included in the costs due to the landowner during land acquisition or by the project's contractor.

In accordance with 23 CFR 774.11, the project does not constitute a "use" of the 4(f) property, based on the following assessment:

- Will not convert property from the Jeffersonville-Clarksville Levee System, a section 4(f) historic property, to a transportation use.
- No change in ownership of the 4(f) property will take place.
- The scope of work is minor, as the nature and magnitude of the changes to the 4(f) property are minimal.

The OWJ for the Jeffersonville-Clarksville Levee System is the IDNR SHPO.

INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect" to this 4(f) historic resource (Appendix D, pages D-4 to D-11). Therefore, no Section 4(f) evaluation is required for the Jeffersonville-Clarksville Levee System.

Site 12CL0977 – The previously recorded archeological site (12CL0977) is located in the southeastern most portion of the project area on the Carman Industries property and is recorded as a nineteenth- to twenty-first century historic dump, house, and urban scatter by Cultural Resource Analysts, Incorporated (CRAI) (Cupka Head 2016). The site remains potentially eligible as an indeterminate assessment was offered, and further study or avoidance was recommended. The 12CL0977 site was not resurveyed during the current reconnaissance as permission to access the Carman property was denied. The CRAI recommendation for avoidance or additional survey remains in effect. Additional survey for this area will occur when access to the property is granted, and, in regards to archaeology, INDOT CRO stated the eligibility of resources located within the archaeological APE will be determined at a later date (Appendix D, page D-6).

Proposed work within the vicinity of Site 12CL0977 on Carman Industries property will include acquisition of permanent right-of-way, demolition of one building, site grading, and roadway and multi-use path construction.

The OWJ for Site 12CL0977 is the IDNR SHPO.

A use determination for the archaeological site will be made after access to the site has been granted and additional survey of the area has occurred. An addendum to the CE document will be submitted for this portion of the project after the survey is completed.

Minimization measures noted in the OWJ letters are included as firm commitments in the Environmental Commitments section of this document.

Section 6(f) Involvement

Presence

Use

Yes

No

Section 6(f) Property

☐☐☐

Discuss proposed alternatives that satisfy the requirements of Section 6(f). Discuss any Section 6(f) involvement.

Remarks:

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

A review of 6(f) properties on the Land and Water Conservation Fund (LWCF) website at <https://www.lwcfcoalition.com/tools> revealed a total of fourteen properties in Clark County (Appendix J, pages J-1 to J-2). None of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to 6(f) resources as a result of this project.

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SECTION E – Air Quality

Air Quality

Conformity Status of the Project

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

Yes

No

☒

☐

If YES, then:

Is the project in the most current MPO TIP?

☒

☐

Is the project exempt from conformity?

☒

☐

If the project is NOT exempt from conformity, then:

Is the project in the Transportation Plan (TP)?

☐

☐

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

☐

☐

Level of MSAT Analysis required?

Level 1a ☒ Level 1b ☐ Level 2 ☐ Level 3 ☐ Level 4 ☐ Level 5 ☐

Remarks:

STIP/TIP

This project is included in the Fiscal Year (FY) 2018-2021 (Engineering) and 2020-2025 (Right of Way and Construction) Kentuckiana Regional Planning and Development Agency Transportation Improvement Program (KIPDA TIP) and 2018-2021 (Engineering) and 2020-2024 (Right of Way) Statewide Transportation Improvement Program (STIP) (Appendix H, pages H-1 to H-10).

Attainment Status

This project is located in Clark County, which is currently a marginal nonattainment for the 2015 8-hour ozone standard (0.070 ppm) according to the IDEM Current Nonattainment Areas map (https://www.in.gov/idem/airquality/files/nonattainment_areas_map.pdf) and the IDEM current and historical list of nonattainment areas by county (https://www.in.gov/idem/airquality/files/nonattainment_county_list.pdf). This project has been identified as being exempt from air quality analysis in accordance with 40 CFR Part 93.126 and this project is not a project of air quality concern (40 CFR Part 93.123). Therefore, the project will have no significant impact on air quality.

MSAT

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.

SECTION F - NOISE

Noise

Yes

No

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

☐

☒

No Yes/ Date

ES Review of Noise Analysis

☐

☐

Remarks:

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.

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SECTION G – COMMUNITY IMPACTS

Regional, Community & Neighborhood Factors

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 remarks box)

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

Remarks:

The surrounding area land use is mixed residential, commercial, light industrial and recreational. No changes in land use and residences are anticipated as a result of the project. The project may result in relocation of Carman Industries, located at the eastern end of the project limits due to either partial or full property acquisition. The existing tax base, property value and economic development potential may slightly increase by these improvements.

The Town of Clarksville 2015 Comprehensive Plan from December 2015 (available at <https://www.townofclarksville.com/wp-content/uploads/2019/05/ComprehensivePlan.pdf>), indicates the vision of Clarksville includes encouraging livable dense mixed-use infill development and redevelopment to establish well-designed, vibrant and inviting commercial corridors which are pedestrian-, bicycle- and transit-oriented. The 2015 Plan states that through public workshops, residents viewed the Ohio River Greenway as a significant recreational amenity for the entire Southern Indiana area and the Heritage Trail and Levee Trail as great amenities for resident use. Residents stated creating of a network of recreational trails that connected the entire town are desirable, as well as improving walkability and bicyclist safety, and that Clarksville must finish its part of the Ohio River Greenway quickly. Furthermore, the Plan identified the Greenway and Riverside Drive as "Transportation Issues", stating the Greenway needs to be connected to the City of Jeffersonville on the east side of Clarksville and that Riverside Drive needs to be upgraded.

The Clark's Landing North Master Plan from 2019 (available at http://www.cordoganclark.com/masterplanning/projects_master_planning_clarks_landing.html) indicate a sidewalk and bike trail connection point south to the Ohio River Greenway Trail.

The South Clarksville Redevelopment Plan adopted March 2016 (available at https://issuu.com/mksk/docs/south_clarksville_redevelopment_pla) states "a significant gap in the greenway trail begins at the terminus of Ashland Park, requiring pedestrians and cyclists to enter Riverside Drive en route to and from Jeffersonville." The Redevelopment Plan includes a vision to enhance access to the Ohio River and Ohio River Greenway, local parks and natural assets, and also includes a vision to improve the quality and function of physical infrastructure serving the area. The Plan calls for completing the Greenway to link the area to the Big Four Bridge in Jeffersonville and to the Ohio Falls Interpretive Center, as well as to assist with the development of a waterfront park along the South Clarksville riverfront. It also calls for reconstruction of Riverside Drive, which would contribute towards the Plan's vision of Riverside Drive as an amenity-rich riverfront promenade as an extension of the Greenway Trail.

The Town of Clarksville has an ADA transition plan from 2007; available upon request to the Planning Department. The Town's Transition Plan recommends an approach to meet state and federal ADA guidelines and requirements, by identifying high and lower priority areas and establishing funding methods. The field survey identified that the majority of the Town does not have ramps, and where they are present, the ramps do not meet ADA requirements. While high priority areas include specific facilities that were identified as high demand areas with concentrations of ADA populations and public spaces, lower priority areas were also cited as locations where curb ramps need to be installed and possibly coordinated with sidewalk replacement programs and street resurfacing. The plan stated the Ohio River Greenway Trail (still under development at the time the plan was written) would add accessibility to the South Clarksville planning area. Furthermore, the plan lists Actions for the South Clarksville planning area, which includes (1) the need for sidewalk and ramp improvements on residential neighborhood streets and (2) build a pedestrian route along the flood wall.

The project will be constructed under closure of Riverside Drive to through traffic and closure of the Ohio River Greenway at Ashland Park. Local and emergency service access to all residences and businesses on Riverside Drive will be maintained at all times during construction. The closure and detour will pose a temporary inconvenience to traveling motorists (including school buses and emergency services) and pedestrians/cyclists; however, no significant delays are

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anticipated, and all inconveniences will cease upon project completion.

The project will maintain existing traffic flow through the corridor, while enhancing pedestrian use and accessibility along Riverside Drive and the Ohio River Greenway Trail. The proposed improvements will result in a positive impact on community cohesion, due to enhanced pedestrian safety and mobility. There will be no adverse alterations to the movement of traffic, land use, or the streetscape.

Construction activities will not impact community events. ClarkFEST occurs annually in October at Gateway Park, located approximately 2.5 miles northwest from the project. Art Festival at the Falls occurs in June at Falls of the Ohio State Park, located approximately 0.3 mile west of the project's western limit. Other various community events occur in the surrounding area throughout the year. Any impact to these events will likely be temporary minor traffic delays during the construction period. No impacts to community events are expected after construction is completed.

Indirect and Cumulative Impacts

Will the proposed action result in substantial indirect or cumulative impacts?

Yes

☐

No

☒

Remarks:

Indirect impacts are effects which are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect effects may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density, or growth rate. Cumulative impacts affect the environment which result from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes such actions.

As the project consists of reconstruction of a roadway that already exists within a developed urban area, it will not accelerate changes in land use, population density or growth rate and is not likely to cause substantial indirect or cumulative impacts. The improvements will enhance the existing roadway and complete a multi-use paved pedestrian trail. The area surrounding the roadway consists of residential, commercial, light industrial and recreational parks, as well as undeveloped riverfront to the south. The project area is located completely within a designated Urbanized Area Boundary (UAB). Due to the planned redevelopment along the north side of this corridor by the Town, it is reasonably foreseeable that the project may facilitate future redevelopment of existing structures or development of new structures within and adjacent to the corridor for residential and commercial purposes. However, the redevelopment will not change the existing land use of the area; therefore, any indirect effects associated with this project are not considered substantial.

Public Facilities & Services

Will the proposed action result in substantial impacts on health and educational facilities, public and private utilities, emergency services, religious institutions, airports, public transportation or pedestrian and bicycle facilities? *Discuss how the maintenance of traffic will affect public facilities and services.*

Yes

☐

No

☒

Remarks:

Based on a desktop review, a visit on September 18, 2018 by CMT, the aerial map of the project area (Appendix B, page B-3) and the RFI report (Appendix E, pages E-2 to E-3), there are 29 public facilities located within 0.5 mile of the project. Ten facilities are located adjacent to or within the project area. The Ohio River Greenway, Clarksville Heritage Trail connector segment and Ashland Park are within the project area as discussed in the Section 4(f) discussion above. The bicycle facilities (Ohio River Greenway and Clarksville Heritage Trail connector segment) will be temporarily detoured during project construction from Ashland Park east to the City of Jeffersonville limits. One of three parking lots at Ashland Park will be closed during project construction; however, access to and use of the property will be maintained. Seven utilities are located adjacent to or within the project area. AT&T operates a telephone facility along the south side of Riverside Drive. CenturyLink Inc./Level 3 Communications operates an aerial communication facility crossing near Carman Industries on the east side of the project and another facility west of the project limits. The Town of Clarksville operates stormwater sewers along Woerner Avenue and at Ashland Park, which outlet south of Riverside Drive into the Ohio River. Duke Energy Inc. operates aerial electric distribution facilities along the north side of Riverside Drive that cross to the south side and become buried at the west end of the project. Indiana American Water Co. (IAW) operates a six-inch cast-iron main from West Market Street east along Riverside Drive to approximately 400 feet west of Woerner Avenue. Insight Charter Communications operates a 5/16 strand coax and fiber aerial facility along the south side of Riverside Drive west of Woerner Avenue; the facility then travels north along Woerner Avenue. Vectren operates a medium pressure pipeline along Riverside Drive.

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Local access to all residences and businesses on Riverside Drive will be maintained at all times during the construction as required by Standard Specifications. The pedestrian and vehicle closures will pose a temporary inconvenience to the traveling public; however, no significant delays are anticipated, and all inconveniences will cease upon project completion.

Early coordination letters were sent to INDOT Office of Aviation on April 15, 2019 and to Clarksville Community Schools, Clarksville Fire Department, Clarksville Parks and Recreation, and the Ohio River Greenway Commission on February 19, 2019. Utility coordination was initiated on August 17, 2018 through correspondence with each utility (Appendix C, pages C-34 to C-38). INDOT Office of Aviation responded that an Indiana Tall Structure permit would not be required unless the project involves the construction of a temporary or permanent structure that penetrates a 25:1 slope from the nearest point of the Holiday Inn Lakeview Heliport landing pad located approximately 0.7 nautical miles north of the project. AT&T, Clarksville Community Schools, Clarksville Fire Department, Clarksville Parks and Recreation, and the Ohio River Greenway Commission did not respond to the early coordination letter. All applicable INDOT Office of Aviation recommendations are included in the Environmental Commitments section of this CE document.

Based on responses to utility coordination requests, modification or relocation of the following facilities is expected as part of the project due to the roadway widening and/or installation of a new storm sewer system: Town of Clarksville storm sewer system, Duke Energy Inc. underground and aerial facilities, IAW water main, Insight Charter Communications facilities and Vectren gas distribution facilities. Ongoing coordination with these utilities will occur through the design process to minimize impacts to their facilities. Although these facilities may be temporarily impacted, all services are expected to be restored by project completion.

It is the responsibility of the project sponsor to notify school corporations and emergency services, and the recreational facilities (Ohio River Greenway, Clarksville Heritage Trail connector segment, and Ashland Park) 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
	X

Does the project require an EJ analysis?

X	
---	--

If YES, then:

Are any EJ populations located within the project area?

X	
---	--

Will the project result in adversely high or disproportionate impacts to EJ populations?

	X
--	---

Remarks:

Under FHWA Order 6640.23A, FHWA and the Town of Clarksville, 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 require at least 1.78 acres of permanent right-of-way. If the Carman Industries parcels are determined to be total acquisitions, an additional 5.08 acres will be acquired for a total of 6.86 acres of permanent right-of-way and one relocation. 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 Clarksville, Indiana. The community that overlaps the project limits is called the affected community (AC). In this project, the AC is Census Tract 501, Block Group 2 and Census Tract 504.1, Block Group 3. 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 2013-2017 American Community Survey 5-Year Estimates was obtained from the US Census Bureau Website (<https://factfinder.census.gov/>) on April 15, 2019 by CMT. The data collected for minority and low-income populations within the AC are summarized in the below table.

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Table: Minority and Low-Income Data (2013-2017 American Community Survey 5-Year Estimates)			
	COC - (Clarksville)	AC-1 - (Block Group 2, Census Tract 501, Clark County, Indiana)	AC-2 - (Block Group 3, Census Tract 504.1, Clark County, Indiana)
Percent Minority	17.3%	31.7%	10.3%
125% of COC	21.6%	AC > 125% COC	AC < 125% COC
EJ Population of Concern		Yes	No
Percent Low-Income	11.5%	12.2%	10.4%
125% of COC	14.4%	AC < 125% COC	AC < 125% COC
EJ Population of Concern		No	No

AC-1, Block Group 2, Census Tract 501 has a percent minority of 31.7% which is below 50% and is above the 125% COC threshold. AC-2, Block Group 3, Census Tract 504.1 has a percent minority of 10.3% which is below 50% and is below the 125% COC threshold. Therefore, AC-1 is a minority population of EJ concern.

AC-1, Block Group 2, Census Tract 501 has a percent low income of 12.2% which is below 50% and is below the 125% COC threshold. AC-2, Block Group 3, Census Tract 504.1 has a percent low income of 10.4% which is below 50% and is below the 125% COC. Therefore, both AC's do not contain low-income populations of EJ concern.

Conclusion
 The project will require at least 1.78 acres and up to 6.86 acres of permanent right-of-way, and may require the relocation of Carman Industries. Although access to surrounding parks, trails and intersecting roadways will be limited during project construction, access will be returned to existing conditions after construction is complete. The project is expected to positively impact community cohesion by extending the Town's sidewalk system and completing the Town's portion of the Ohio River Greenway. This will enable residents of the community and pedestrians to safely travel and recreate along Riverside Drive to adjoining communities, parks and businesses. The identified population will not experience a disproportionately high and adverse impact from the project, and the project does not have an adverse effect on the population. EJ Analysis documentation is provided in Appendix I, pages I-1 to I-12.

Relocation of People, Businesses or Farms

Will the proposed action result in the relocation of people, businesses or farms?

Is a Business Information Survey (BIS) required?

Is a Conceptual Stage Relocation Study (CSRS) required?

Has utility relocation coordination been initiated for this project?

Yes	No
X	
	X
	X
X	

Number of relocations: Residences: 0 Businesses: 1 Farms: 0 Other: 0

If a BIS or CSRS is required, discuss the results in the remarks box.

Remarks: The project may require one business relocation of Carman Industries. The acquisition and relocation program will be conducted in accordance with 49 CFR 24 of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended. Relocation resources are available to all residential and business relocatees without discrimination. No person displaced by this project will be required to move from a displaced dwelling unless comparable replacement housing is available to that person.

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SECTION H – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

Hazardous Materials & Regulated Substances (Mark all that apply)

Red Flag Investigation

Phase I Environmental Site Assessment (Phase I ESA)

Phase II Environmental Site Assessment (Phase II ESA)

Design/Specifications for Remediation required?

Documentation

X

No Yes/ Date

ES Review of Investigations

X / March 27, 2019

Include a summary of findings for each investigation.

Remarks:

Based on a review of GIS and available public records, a RFI was approved on March 27, 2019 by INDOT Site Assessment and Management (Appendix E, pages E-1 to E-17). One RCRA Generator/TSD site, two state cleanup sites, five underground storage tank (UST) sites, one voluntary remediation program site, eight leaking UST sites, seven brownfield sites, two institutional controls sites, and six NPDES facilities are located within 0.5 mile of the project area. One state cleanup and VRP site, Commercial Logistics Corporation (Missouri Avenue and Court Avenue; AI ID 7012), is located adjacent to the north of the project area. The IDEM issued a No Further Action letter, dated February 7, 2003, following the investigation and bioremediation of petroleum impacted soil and groundwater and a Covenant Not to Sue, dated December 23, 2009, following the recording of an Environmental Restrictive Covenant (ERC) on the deed of the property. Residual petroleum impacted soil and groundwater remain on-site and likely extend off-site to the south toward the project area. If excavation occurs in this area, it is likely that petroleum, arsenic and/or lead contamination will be encountered. Proper removal and disposal of soil and/or groundwater may be necessary. Coordination with IDEM will occur.

SECTION I – PERMITS CHECKLIST

Permits (mark all that apply)

Likely Required

Army Corps of Engineers (404/Section10 Permit)

Individual Permit (IP)

Nationwide Permit (NWP)

Regional General Permit (RGP)

Pre-Construction Notification (PCN)

Other

Wetland Mitigation required

Stream Mitigation required

X

IDEM

Section 401 WQC

Isolated Wetlands determination

Rule 5

Other

Wetland Mitigation required

Stream Mitigation required

X

IDNR

Construction in a Floodway

Navigable Waterway Permit

Lake Preservation Permit

Other

Mitigation Required

X

US Coast Guard Section 9 Bridge Permit

Others (Please discuss in the remarks box below)

X

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Remarks: The project area lies within the Clarksville and Jeffersonville UAB. Post construction Storm Water Quality Best Management Practices (BMPs) may require consideration.

An Indiana Tall Structure permit (*IC 8-21-10-3-a*) and/or Noise Sensitive permit (*IC 8-21-10-3-b*) is not likely to be required because the project does not involve the construction of a temporary (e.g. crane) or permanent structure that penetrates a 25:1 slope from the nearest point of the Holiday Inn Lakeview Heliport landing pad, located approximately 0.7 miles north of the proposed project corridor. If these conditions do apply, then these permits will be required.

Approximately 0.013 acre of stream impacts will occur to UNT1 as a result of the project. A Nationwide permit will likely be required.

The project is within the floodway (Zone AE) of the Ohio River. An IDNR Construction in a Floodway permit will be required. Per the local Floodplain Administrator, Disturbance permits from the USACE, IDNR, and City of Jeffersonville will be required, in addition to the Town of Clarksville's Application for Floodplain Development Permit.

A Rule 5 Submission will be required since 4.22 acres of land is to be disturbed. The Clarksville MS4 is a Certified Construction Program and will have jurisdiction over the Rule 5 review. It will be the responsibility of the designer to submit plans to the MS4 to process any necessary permits. Once any necessary permits are obtained, they will be submitted to the INDOT Contracts Division prior to the construction of the project. The conditions of the permit will be requirements of the project.

Applicable recommendations provided by USACE, USFWS, and IDEM are included in the Environmental Commitments section of this document. If a waterways permit is 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.

SECTION J- ENVIRONMENTAL COMMITMENTS

The following information should be provided below: List all commitments, name of agency/organization requesting the commitment(s), and indicating which are firm and which are for further consideration. The commitments should be numbered.

Remarks: **Firm:**

1. When access to the Carman Industries property is granted, an addendum to this CE document will be completed and all necessary consultation with state and federal agencies will be updated and completed by the project sponsor. (INDOT)
2. If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately. (INDOT ESD and INDOT Seymour District)
3. It is the responsibility of the project sponsor to notify school corporations and emergency services, and the recreational facilities (Ohio River Greenway, Clarksville Heritage Trail connector segment, and Ashland Park) at least two weeks prior to any construction that would block or limit access. (INDOT ESD)
4. USFWS Bridge/Structure Assessment shall take place no earlier than two (2) years prior to the start of construction. If construction will begin after September 18, 2020, an inspection of the structure by a qualified individual, must be performed. Inspection of the structure should check for presence of bats/bat indicators and/or presence of birds. The results of the inspection must indicate no signs of bats or birds. If signs of bats or birds are documented during this inspection, the INDOT District Environmental Manager must be contacted immediately. (INDOT)
5. To minimize potential impacts to the Kirtland's snake, install an entrenched silt fence around the work area, where feasible. (IDNR-DFW)
6. General AMM1: 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)
7. Lighting AMM1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)
8. Lighting AMM2: When installing new or replacing existing permanent lights, use downward-facing, full cut-off lens lights (with same intensity or less for replacement lighting); or for those transportation agencies using the BUG system developed by the Illuminating Engineering Society, be as close to 0 for all three ratings with a

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- priority of "uplight" of 0 and "backlight" as low as practicable. (USFWS)
9. Tree Removal AMM1: Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal. (USFWS)
 10. Tree Removal AMM2: Apply time of year restrictions (October 1 through March 31) for tree removal when bats are not likely to be present, or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/ rail surface and outside of documented roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed. (USFWS)
 11. Tree Removal AMM3: Ensure tree removal is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits). (USFWS)
 12. Tree Removal AMM4: Do not remove documented Indiana bat or NLEB roosts that are still suitable for roosting, or trees within 0.25 miles of roosts, or documented foraging habitat any time of year. (USFWS)
 13. FHWA, in coordination with INDOT, shall ensure that work carried out pursuant to this MOA shall be performed by or under the direct supervision of historic preservation professionals who meet the Secretary of the Interior's Professional Qualifications Standards, as Amended and Annotated at http://www.nps.gov/history/local-law/arch_stnds_9.htm and all relevant Indiana state guidelines and standards, including 14-21-1, 312 IAC 22, and the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology's most current Guidebook for Indiana Sites and Structures ("qualified professionals"). The FHWA and INDOT shall ensure that consultants retained for services pursuant to the MOA meet these standards. (SHPO, FHWA, INDOT, Town of Clarksville)
 14. One previously reported archaeological site, 12CL0977, was identified within the project area. The owner of the parcel containing site 12CL0977 refused archaeologists access to the property, therefore this parcel (and site 12CL0977) was not surveyed or evaluated as part of the Phase Ia reconnaissance. Site 12CL0977 remains potentially eligible for inclusion on the NRHP and was recommended for further study or avoidance. (SHPO, FHWA, INDOT, Town of Clarksville)
 15. Before commencing ground-disturbing construction activities within a segment of this Project that could affect the parcel containing site 12CL0977, FHWA or its representatives shall complete a Phase I archaeological reconnaissance of the parcel to examine the parcel and to re-evaluate the potential eligibility of archaeological site 12CL0977 for inclusion in the NRHP. (SHPO, FHWA, INDOT, Town of Clarksville)
 16. If archaeological site 12CL0977 or any new archaeological sites located on the parcel are potentially eligible for inclusion on the NRHP, FHWA or its representatives shall complete a Phase II investigation of these sites to determine their NRHP eligibility. (SHPO, FHWA, INDOT, Town of Clarksville)
 17. If any site on the parcel is determined to be eligible for inclusion in the NRHP, Phase III data recovery shall be conducted to mitigate for impacts to the sites from this Project. (SHPO, FHWA, INDOT, Town of Clarksville)
 18. No less than 10% of a site within the project limits shall be tested during Phase II investigations; Phase III data recovery, if required, shall excavate no less than an additional 25% of the site area within the project limits as mitigation. (SHPO, FHWA, INDOT, Town of Clarksville)
 19. Prior to fieldwork, an archaeological Treatment Plan outlining the methodologies to be followed during any Phase I, Phase II, and/or Phase III investigations shall be submitted to the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology for approval under IC-14-21-1-25. (SHPO, FHWA, INDOT, Town of Clarksville)
 20. A report of investigations detailing all archaeological investigations shall be provided to SHPO for their review and concurrence within one (1) year after fieldwork ends. (SHPO, FHWA, INDOT, Town of Clarksville)
 21. Appropriate detour signage will be installed at the Clarksville Heritage Trail connector segment at Riverside Drive and along the Ohio River Greenway to alert users of construction activities. (INDOT)
 22. The contractor will coordinate with the Town of Clarksville and Clarksville Parks and Recreation regarding the schedule for the most eastern parking lot closure along Riverside Drive at Ashland Park and the detour of the Clarksville Heritage Trail connector segment at Riverside Drive. (INDOT)
 23. The contractor will coordinate with the Ohio River Greenway Commission regarding the schedule for the detour of the Greenway between Ashland Park and the City of Jeffersonville. (INDOT)
 24. Except as necessary to facilitate construction activities, the staging and/or storage of construction equipment will not take place outside proposed construction limits within the defined boundaries of the 4(f) properties: Ashland Park, Clarksville Heritage Trail connector segment and the Ohio River Greenway. (INDOT)
 25. Plan notes will be added for work adjacent to Commercial Logistics Corporation (Missouri Avenue and Court Avenue) which will specify proper handling and disposal of potentially contaminated soil and groundwater. An undistributed quantity of contaminated soil removal, transport, and disposal should be included in the pay items in the event contaminated soil is encountered. (INDOT SAM)
 26. If any work occurs within fifty (50) feet from the existing levee north of Riverside Drive, the project must undergo Section 408 coordination and review by the USACE Louisville District Engineering Division.

Indiana Department of Transportation

County Clark Route Riverside Drive Des. No. 1700725

- (USACE Louisville District)
27. The design plans will be updated to correct the property lines and ownership of Properties 4 and 5 on the Town of Clarksville Plat No. 1 and on all other plan sheets showing property lines or ownership. The eastern one-half of the Smyser Avenue vacated land, currently shown as part of Property 4 owned by William R. and Betty J. Hansford, will be shown as part of Property 5. The owner of Property 5, currently shown as Gregory D. and Michael W. Johnson, will be changed to Sharon R. Handy. (INDOT)
 28. A drive approach within the eastern one-half of the Smyser Avenue vacated land (part of Property 5 on the Town of Clarksville Plat No. 1) will be added to the project's design and will be constructed to INDOT standards and terminated at the right-of-way line. (INDOT)
 29. A "Do Not Disturb" note will be added to the design plans for the historic solid limestone sidewalk caps at 519 and 527 Riverside Drive. (INDOT)

For Further Consideration:

30. Avoid all work within the inundated part of the stream channel (in perennial streams and larger intermittent streams) during the fish spawning season (April 1 through June 30), except for work within sealed structures such as caissons or cofferdams that were installed prior to the spawning season. No equipment shall be operated below ordinary high water mark (OHWM) during this time unless the machinery is within the caissons or on the cofferdams. (USFWS)
31. Evaluate wildlife crossings under bridge/culverts projects in appropriate situations. Suitable crossings include flat areas below bridge abutments with suitable ground cover, high water shelves in culverts, amphibian tunnels and diversion fencing. (USFWS)
32. Minimize the extent of hard armor (riprap) in bank stabilization by using bioengineering techniques whenever possible. If riprap is utilized for bank stabilization, extend it below low-water elevation to provide aquatic habitat. (USFWS)
33. 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. (USFWS)
34. Culverts should span the active stream channel, should be either embedded or a three-sided or open-arch culvert, and be installed where practicable on an essentially flat slope. When an open-bottomed culvert or arch is used in a stream which has a good natural bottom substrate, such as gravel, cobbles and boulders, the existing substrate should be left undisturbed beneath the culvert to provide natural habitat for the aquatic community. (USFWS)
35. All plant material, mud, and debris should be removed and all water drained from any equipment before entering or leaving the waterway to prevent the spread of aquatic and terrestrial invasive species. (IDNR-DFW)
36. Do not cut any trees suitable for Indiana bat or Northern Long-eared bat roosting from April 1 through September 30. (IDNR-DFW)
37. If box or pipe culverts are used, the bottoms should be buried to a minimum of 6" (or 20% of the culvert height/pipe diameter, whichever is greater up to a maximum of 2') below the stream bed elevation to allow a natural streambed to form within or under the crossing structure. Crossings should: span the entire channel width (a minimum of 1.2 times the bankfull width); maintain the natural stream substrate within the structure; have a minimum openness ratio (height x width/length) of 0.25; and have stream depth and water velocities during low-flow conditions that are approximate to those in the natural stream channel. The new, replacement, or rehabbed structure should not create conditions that are less favorable for wildlife passage under the structure compared to the current conditions. (IDNR-DFW)
38. Grouted riprap is not recommended due to negative impacts to fish, wildlife, and botanical resources. (IDNR-DFW)
39. Plant five trees, at least 2 inches in diameter-at-breast height, for each tree which is removed that is ten inches or greater in diameter-at-breast height. (IDNR-DFW)
40. Protect the area around and below any concentrated discharge points, down to the waterway's normal flow level, with appropriate structural armament such as riprap. (IDNR-DFW)
41. Riprap must not be placed in the active thalweg channel or placed in the streambed in a manner that precludes fish or aquatic organism passage (riprap must not be placed above the existing streambed elevation). Riprap may be used only at the toe of the sideslopes up to the ordinary high water mark (OHWM). The banks above the OHWM must be restored, stabilized, and revegetated using geotextiles and a mixture of grasses, sedges, wildflowers, shrubs, and trees native to the area and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion. (IDNR-DFW)
42. The new, replacement, or rehabbed structure should not create conditions that are less favorable for wildlife passage under the structure compared to the current conditions. (IDNR-DFW)
43. Use minimum average 6 inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids. (IDNR-DFW)

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County Clark Route Riverside Drive Des. No. 1700725

44. Use native plants for any landscaping/plantings in the floodway. Permit application submittal should include plan sheets with legends included and any special provisions relating to landscaping (woody and herbaceous plants). (IDNR-DFW)
45. Any disturbed streambanks and slopes should be stabilized using bioengineered bank stabilization methods. Minimize the use of riprap and use alternative erosion protection materials whenever possible. Where riprap must be used, place only enough riprap to provide stream bank toe protection, such as from the toe of the bank up to the ordinary high water mark (OHWM). The banks above the OHWM must be restored, stabilized, and revegetated using geotextiles and a mixture of grasses, sedges, wildflowers, shrubs, and trees native to the area and specifically for stream bank/floodway stabilization purpose as soon as possible upon completion. (USFWS; IDNR-DFW)
46. Impacts to the Ohio River's forested riparian corridor should be avoided to the extent possible. A mitigation plan should be developed (and submitted with the permit application) for any unavoidable habitat impacts that will occur. The DNR's Floodway Habitat Mitigation guidelines (and plant lists) can be found online at: <http://www.in.gov/legislative/iac/20190130-IR-312190041NRA.xml.pdf>. (IDNR-DFW)
47. Subject to approval by the Indiana Department of Natural Resources, when determining locations for replacement trees, placement will be prioritized in areas where trees currently exist to avoid blocking the views from nearby homes and businesses. (INDOT)
48. Revegetate all bare and disturbed areas in the floodway with a mixture of native grasses, sedges, wildflowers, and also native hardwood trees and shrubs if any woody plants are disturbed during construction as soon as possible upon completion. Do not use any varieties of Tall Fescue or other non-native plants, including prohibited invasive species (see 312 IAC 18-3-25). (IDNR-DFW)
49. Do not cut any trees suitable for Indiana bat or Northern Long-eared bat roosting (greater than 5 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30. (USFWS, IDNR-DFW)
50. Plant native hardwood trees along the top of the bank and right-of-way to replace the vegetation destroyed during construction. (IDNR-DFW)
51. Post "Do Not Mow or Spray" signs along the right-of-way. (IDNR-DFW)
52. Seed and protect all disturbed streambanks and slopes not protected by other methods that are 3:1 or steeper with erosion control blankets that are heavy-duty, biodegradable, and net free or that use loose-woven/Leno-woven netting to minimize the entrapment and snaring of small-bodied wildlife such as snakes and turtles (follow manufacturer's recommendations for selection and installation); seed and apply mulch on all other disturbed areas. (IDNR-DFW)
53. Place the trail in or adjacent to existing rights-of-way where possible to minimize significant impacts to natural resource habitat, and 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, rather than routing through previously undisturbed areas. (IDNR-DFW)
54. 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. (IDNR-DFW)
55. Avoid elements identified in the Natural Heritage Database; trails may negatively affect species that require specific natural conditions that are altered as a result of trail construction. (IDNR-DFW)
56. Clarksville is a CRS community and as such, the Floodplain Ordinance requires a 1 to 1 mitigation for any fill placed within the Floodway or Flood Fringe areas. (INDOT)

SECTION K- EARLY COORDINATION

Please list the date coordination was sent and all 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. INDOT and FHWA are automatically considered early coordination participants and should only be listed if a response is received.

Remarks: An Early Coordination Letter (ECL) was sent to thirty-four federal, state, and local agencies informing them of the scope of the project and to solicit their input. Courtesy copies of the ECL were sent to the FHWA, the INDOT Project Manager, and the INDOT Office of Communication. A sample of the letter and copies of all responses received are included in Appendix C, pages C-1 to C-38.

Agency	Date Sent	Response Received
US Fish and Wildlife Service – Bloomington Field Office	February 19, 2019	March 4, 2019

This is page 37 of 38 Project name: Riverside Drive Improvements Date: July 30, 2020

Indiana Department of Transportation

County Clark Route Riverside Drive Des. No. 1700725

USDA – National Resources Conservation Service	February 19, 2019	March 8, 2019
Department of the Army – Corps of Engineers, Louisville District	February 19, 2019; October 11, 2019	October 15, 2019
HUD - Chicago Regional Office	February 19, 2019	None received
INDOT – Office of Aviation	April 15, 2019	April 24, 2019
INDOT – Office of Communication	February 19, 2019	February 19, 2019
IDNR – Division of Fish and Wildlife (DFW)	February 19, 2019	March 21, 2019
Indiana Department of Environmental Management (IDEM)	February 19, 2019	February 19, 2019
IDEM – Groundwater Section (Wellhead Protection)	January 22, 2019	January 22, 2019
Indiana Geological Survey	February 19, 2019	February 19, 2019
Kentuckiana Regional Planning and Development Agency	February 19, 2019	None received
Ohio River Greenway Commission	February 19, 2019	None received
Friends of the Ohio River Greenway	February 19, 2019	None received
Clarksville Parks and Recreation	February 19, 2019	None received
Clark County Plan Commission Executive Director	February 19, 2019	None received
Clark County Surveyor	February 19, 2019	February 22, 2019
Clark County Sheriff	February 21, 2019	None received
Clark County Emergency Management Agency	February 19, 2019	None received
Clark County Commissioner President	February 19, 2019	None received
Clark County Council President	February 19, 2019	None received
Clarksville Town Manager	February 19, 2019	None received
Clarksville Town Council President	February 19, 2019	None received
Clarksville Director of Planning	February 19, 2019	February 22, 2019
Clarksville Community Schools – Superintendent	February 19, 2019	None received
Clarksville Community Schools – Transportation Director	February 19, 2019	None received
Clarksville Fire Department	February 19, 2019	None received
Clarksville Police Department	February 19, 2019	None received
Clarksville Historical Society	February 21, 2019	None received
Town of Clarksville MS4 Coordinator	February 19, 2019	None received
City of Jeffersonville MS4 Coordinator	February 19, 2019	None received
Clark County MS4 Coordinator	February 19, 2019	None received
AT&T	August 17, 2018; September 26, 2018; May 14, 2019	None received
Century Link/Level 3 Communications	August 17, 2018; September 26, 2018	August 27, 2018; September 27, 2018
Town of Clarksville	August 17, 2018; September 26, 2018	September 26, 2018
Duke Energy Inc.	August 17, 2018; September 26, 2018; May 14, 2019	August 22, 2018; September 7, 2018
Indiana American Water	August 17, 2018; September 26, 2018; May 14, 2019	September 24, 2018
Insight Charter Communications	August 17, 2018; September 26, 2018; May 14, 2019	September 17, 2018
Vectren	August 17, 2018; September 26, 2018; May 14, 2019	August 20, 2018; May 22, 2019
Clarksville Floodplain Administrator	December 18, 2019	December 19, 2019

APPENDICES

Appendix A INDOT Supporting Documentation

- A-1 Threshold Chart

Appendix B Graphics and Plans

- B-1 Location Map
- B-2 USGS Topographic Map
- B-3 Aerial Map
- B-4 Photograph Orientation Map
- B-5 Photographs
- B-20 Stage 2 Plans excerpts

Appendix C Early Coordination

- C-1 Sample Early Coordination Letter, February 19, 2019
- C-3 Early Coordination Letter Recipient List
 - C-6 USFWS Response
 - C-9 Natural Resource Conservation Service Response
 - C-10 USACE Response
 - C-12 INDOT Department of Aviation Response
 - C-13 INDOT Office of Communication
 - C-15 Department of Natural Resources, Division of Fish and Wildlife Response
 - C-19 Indiana Department of Environmental Management Response
 - C-26 Indiana Geological Survey Response
 - C-29 Clarksville Planning Director Response
 - C-30 Clark County Surveyor Response
 - C-32 Clarksville MS4 and Floodplain Administrator Response
- C-34 Sample Utility Initial Notice Letter, August 17, 2018
- C-35 Sample Utility Verification Request Letter, September 26, 2018
- C-37 Sample Conflict Analysis Letter, May 14, 2019

- C-39 Section 4(f) Coordination Letter to Ohio River Greenway Commission and Response
- C-50 Section 4(f) Coordination Letter to Clarksville Parks and Recreation Department and Response
- C-62 USFWS IPaC Official Species List – Indiana Ecological Services Field Office
- C-67 USFWS IPaC Official Species List – Kentucky Ecological Services Field Office
- C-76 USFWS Concurrence Verification Letter for the Indiana Bat and Northern Long-eared Bat

Appendix D Section 106 of the NHPA

- D-1 FHWA Cultural Resources Office Effect Finding
- D-4 INDOT Cultural Resources Effect Finding
- D-12 Indiana SHPO Concurrence with INDOT Finding
- D-14 MOA between the FHWA and Indiana SHPO
- D-29 Summary of Archaeology Short Report
- D-33 Summary of Historic Properties Report
- D-35 Consulting Parties Invitation/Correspondence
- D-42 Affidavit of Publication of Legal Notice

Appendix E Red Flag and Hazardous Materials

E-1 Red Flag Investigation

Appendix F Water Resources

F-1 Waters Report

F-61 IDNR Floodplain Map

Appendix G Public Involvement

G-1 Notice of Survey Letter

G-2 Request for Hearing Certification

G-3 Public Notices

G-7 Posted Materials for Public Review

G-24 Public Comment Summary and Responses

Appendix H Air Quality

H-1 2018-2020 MPO TIP (applicable pages)

H-4 2020-2025 MPO TIP (applicable pages)

H-8 2018-2021 State Transportation Improvement Program (applicable pages)

H-10 2020-2024 State Transportation Improvement Program (applicable pages)

Appendix I Environmental Justice Analysis

I-1 US Census Map

I-2 ACS B03002 Table

I-4 ACS B17001 Table

I-8 EJ Table and Calculations

I-9 Carman Corporate Profile

Appendix J Additional Studies

J-1 Land & Water Conservation Fund Project List for Clark County

Riverside Drive Improvements CE Level 4

APPENDIX A: INDOT SUPPORTING DOCUMENTATION



Categorical Exclusion Level Thresholds

	PCE	Level 1	Level 2	Level 3	Level 4 ¹
Section 106	Falls within guidelines of Minor Projects PA	"No Historic Properties Affected"	"No Adverse Effect"	-	"Adverse Effect" Or Historic Bridge involvement ²
Stream Impacts	No construction in waterways or water bodies	< 300 linear feet of stream impacts	≥ 300 linear feet of stream impacts	-	Individual 404 Permit
Wetland Impacts	No adverse impacts to wetlands	< 0.1 acre	-	< 1 acre	≥ 1 acre
Right-of-way³	Property acquisition for preservation only or none	< 0.5 acre	≥ 0.5 acre	-	-
Relocations	None	-	-	< 5	≥ 5
Threatened/Endangered Species (Species Specific Programmatic for Indiana bat & northern long eared bat)	"No Effect", "Not likely to Adversely Affect" (Without AMMs ⁴ or with AMMs required for all projects ⁵)	"Not likely to Adversely Affect" (With any other AMMs)	-	"Likely to Adversely Affect"	Project does not fall under Species Specific Programmatic
Threatened/Endangered Species (Any other species)	Falls within guidelines of USFWS 2013 Interim Policy	"No Effect", "Not likely to Adversely Affect"	-	-	"Likely to Adversely Affect"
Environmental Justice	No disproportionately high and adverse impacts	-	-	-	Potential ⁶
Sole Source Aquifer	Detailed Assessment Not Required	-	-	-	Detailed Assessment
Floodplain	No Substantial Impacts	-	-	-	Substantial Impacts
Coastal Zone Consistency	Consistent	-	-	-	Not Consistent
National Wild and Scenic River	Not Present	-	-	-	Present
New Alignment	None	-	-	-	Any
Section 4(f) Impacts	None	-	-	-	Any
Section 6(f) Impacts	None	-	-	-	Any
Added Through Lane	None	-	-	-	Any
Permanent Traffic Alteration	None	-	-	-	Any
Coast Guard Permit	None	-	-	-	Any
Noise Analysis Required	No	-	-	-	Yes
Air Quality Analysis Required	No	-	-	-	Yes ⁷
Approval Level	Concurrence by INDOT District Environmental or Environmental Services	Yes	Yes	Yes	Yes
<ul style="list-style-type: none"> District Env. Supervisor Env. Services Division FHWA 				Yes	Yes

¹Coordinate with INDOT Environmental Services. INDOT will then coordinate with the appropriate FHWA Environmental Specialist.

²Any involvement with a bridge processed under the Historic Bridge Programmatic Agreement.

³Permanent and/or temporary right-of-way.

⁴AMMs = Avoidance and Mitigation Measures.

⁵AMMs determined by the IPAC decision key to be needed that are listed in the USFWS *User's Guide for the Range-wide Programmatic Consultation for Indiana bat and Northern long-eared bat* as "required for all projects".

⁶Potential for causing a disproportionately high and adverse impact.

⁷Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.

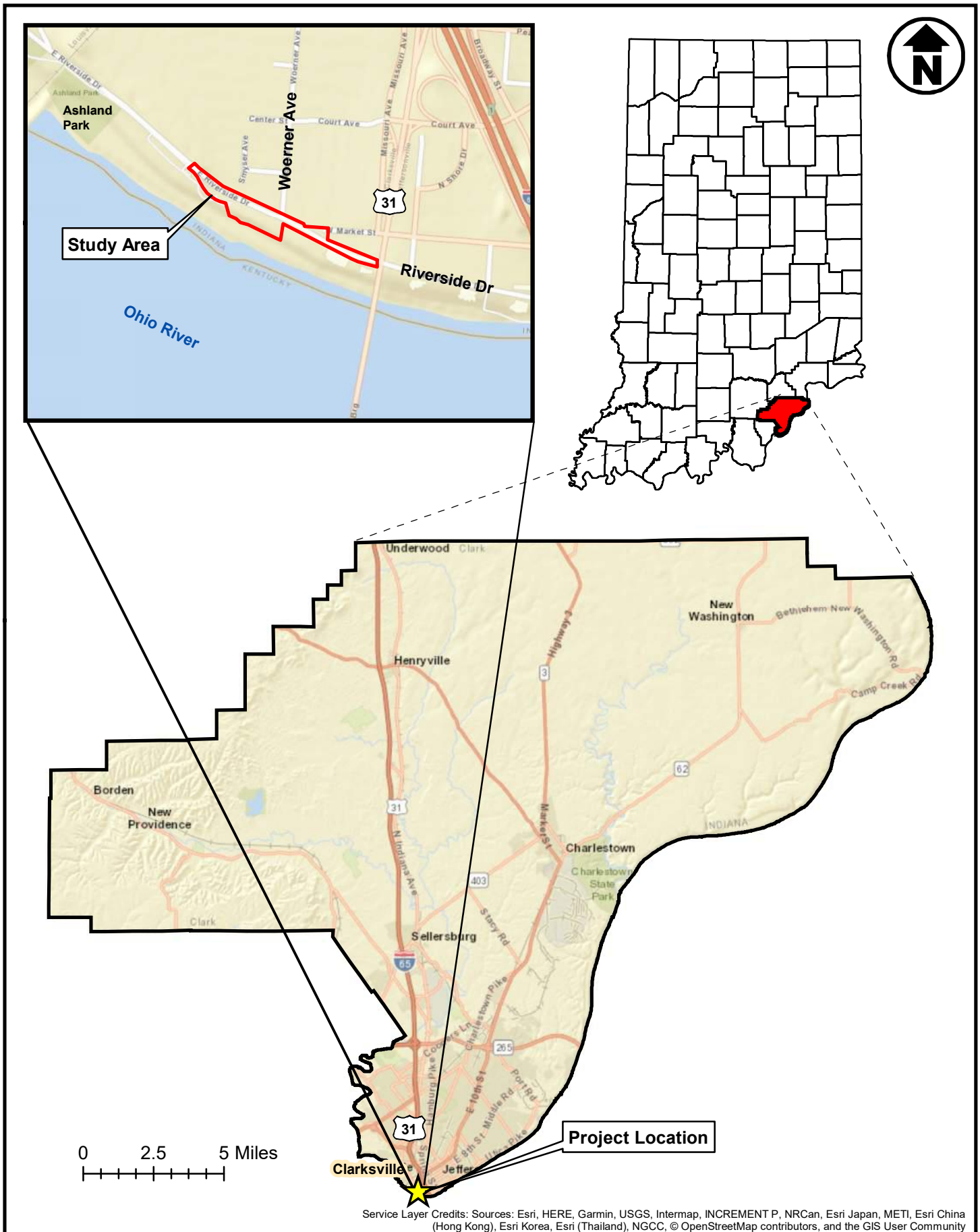
*Substantial public or agency controversy may require a higher-level NEPA document.

Riverside Drive Improvements

CE Level 4

APPENDIX B: GRAPHICS





Riverside Drive Improvements (Des No. 1700725) - Clarksville, Clark Co., IN

Location Map - Clark County, Indiana

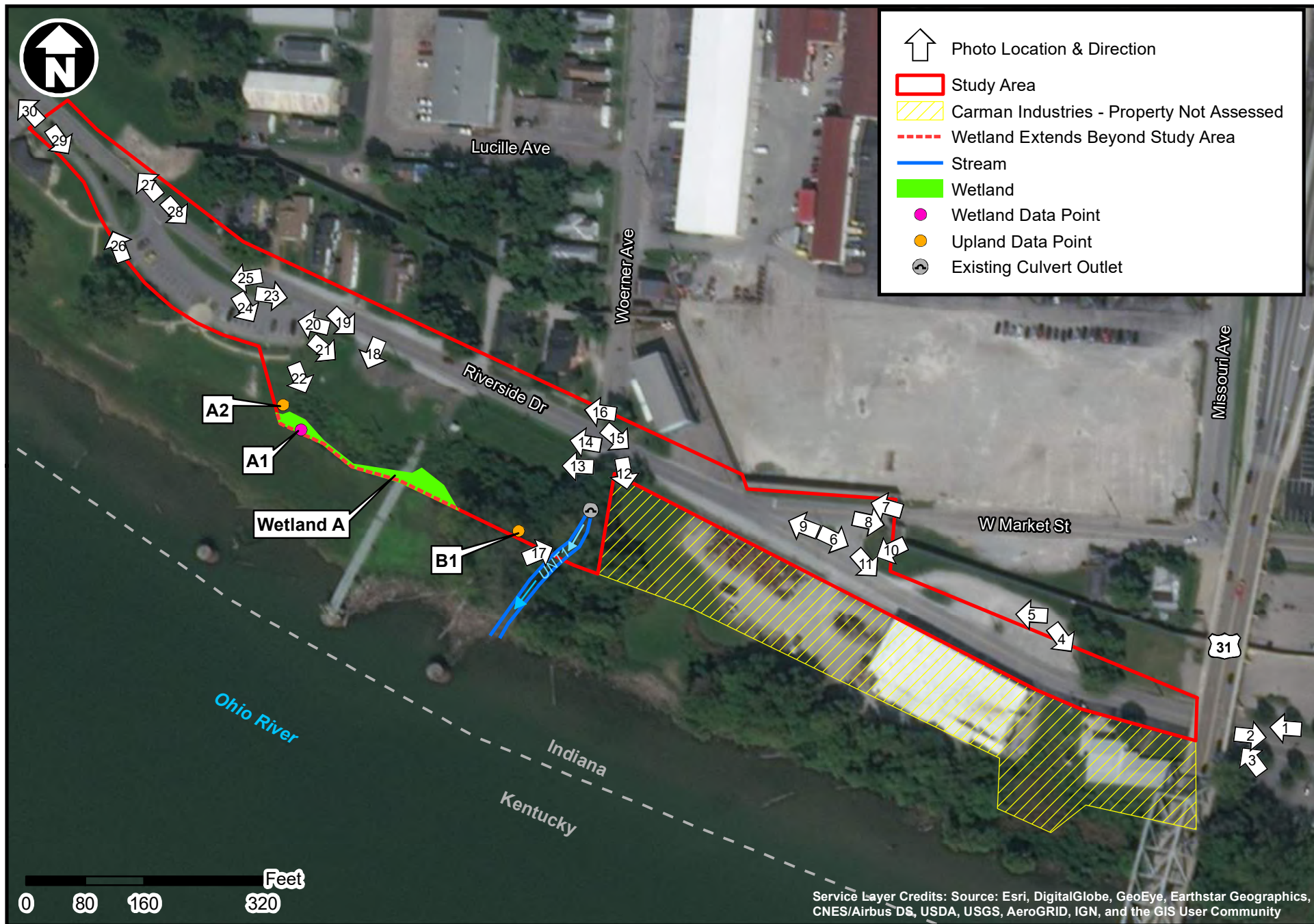
Author: Marion Wells; 9/12/2018

B-1



Riverside Drive Improvements (Des No. 1700725) - Clarksville, Clark Co., IN

Aerial Map



Riverside Drive Improvements (Des No. 1700725) - Clarksville, Clark Co., IN

Photo Orientation Map A

B-4



1. View west along Riverside Drive.
09/18/2018



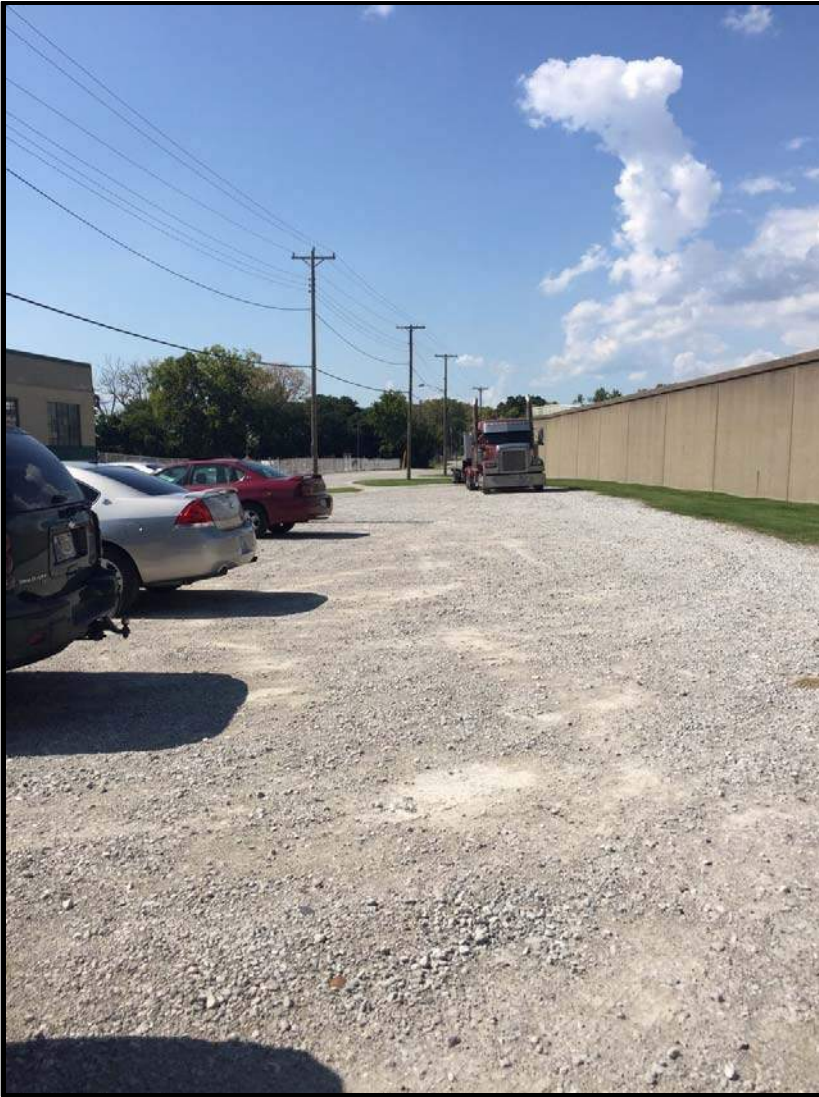
2. View east along Riverside Drive.
09/18/2018



3. View west along Riverside Drive under US 31.
09/18/2018



4. View southeast towards Riverside Drive and US 31 bridge.
09/18/2018



5. View west towards Riverside Drive.
09/18/2018



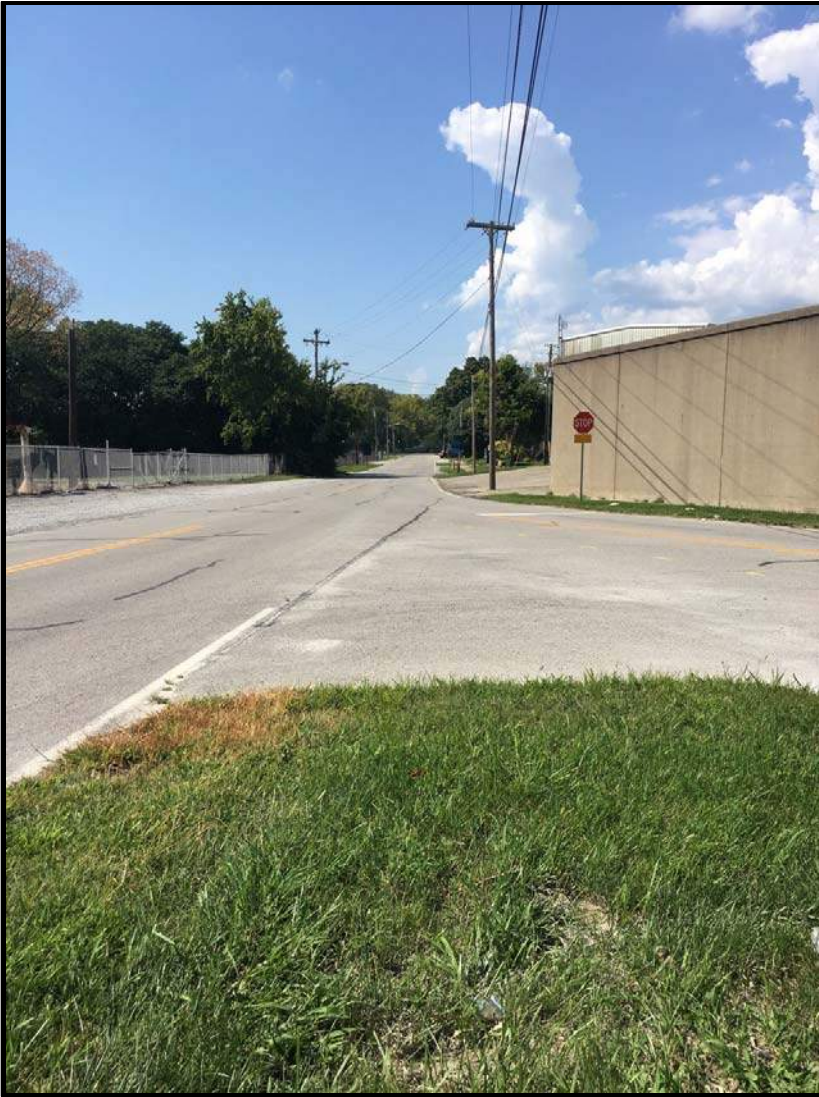
6. View east along Riverside Drive.
09/18/2018



7. View west along W. Market Street towards Riverside Drive.
09/18/2018



8. View east along W. Market Street.
09/18/2018



9. View northwest along Riverside Drive.
09/18/2018



10. View southwest across Riverside Drive.
09/18/2018



11. View southeast across Riverside Drive.
09/18/2018



12. View southeast from Riverside Drive.
09/18/2018



13. View southwest from Riverside Drive.
09/18/2018



14. View west along Riverside Drive.
09/18/2018



15. View southeast along Riverside Drive.
09/18/2018



16. View west along Riverside Drive.
09/18/2018



17. View northeast.
09/18/2018



18. View south from Riverside Drive.
09/18/2018



19. View southeast along Riverside Drive.
09/18/2018



20. View west along Riverside Drive.
09/18/2018



21. View southeast.
09/18/2018



22. View southeast.
09/18/2018



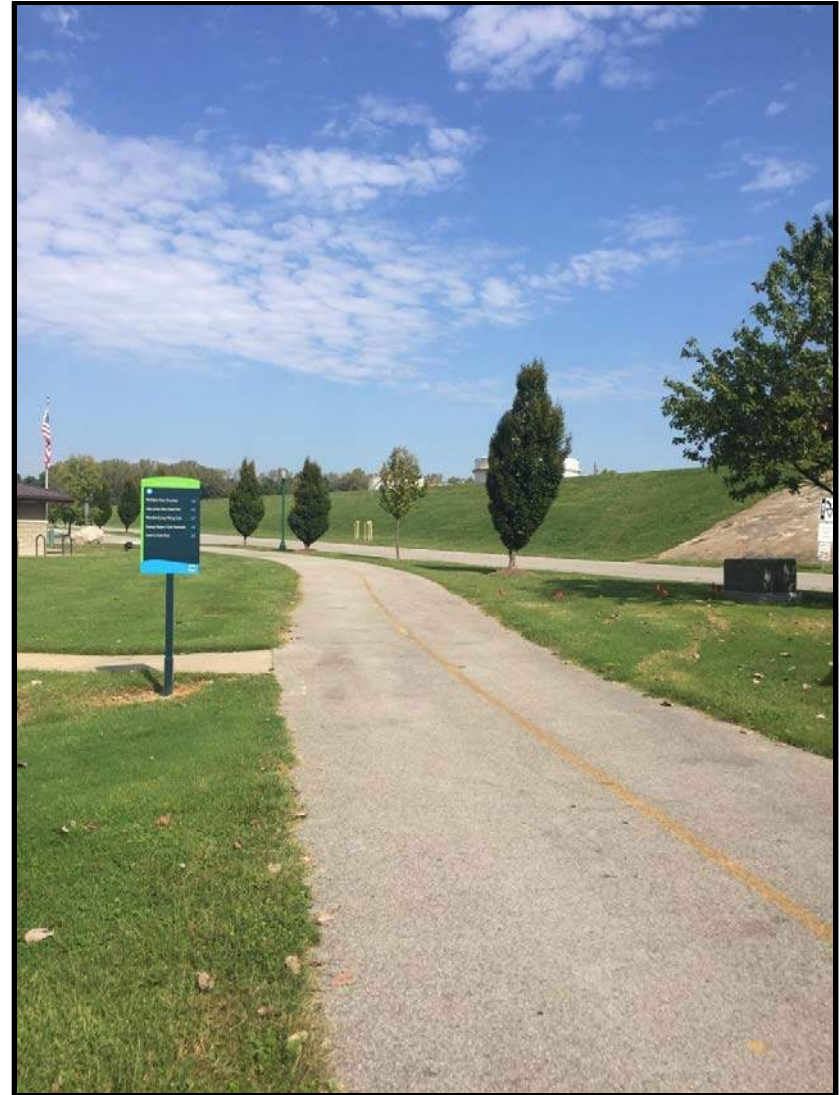
23. View east along Riverside Drive.
09/18/2018



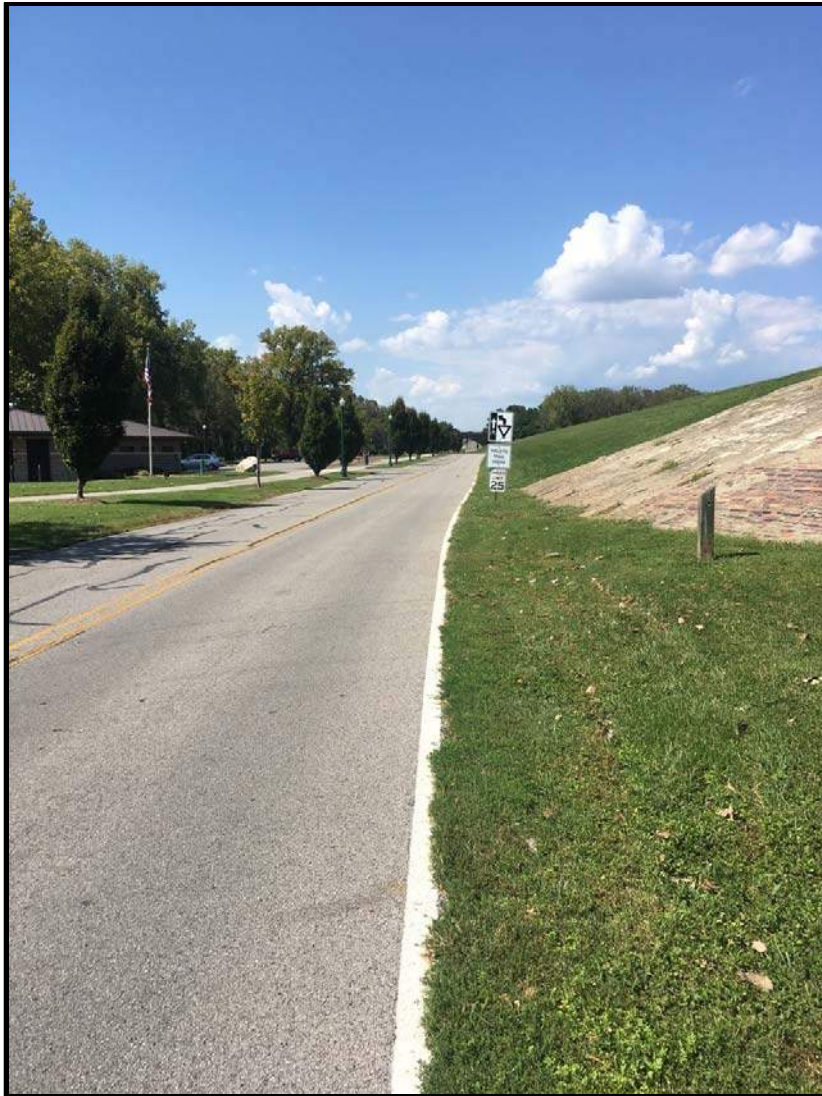
24. View southeast.
09/18/2018



25. View southwest.
09/18/2018



26. View northwest.
09/18/2018



27. View northwest along Riverside Drive.
09/18/2018



28. View southeast along Riverside Drive.
09/18/2018



29. View southeast along Riverside Drive.
09/18/2018



30. View northwest along Riverside Drive.
09/18/2018

PROJECT	DESIGNATION
1700725	1700725
CONTRACT	
TBD	

Stage 2 plans excerpted for purposes of this document

INDIANA DEPARTMENT OF TRANSPORTATION



ROAD PLANS

ROUTE: RIVERSIDE DRIVE

PROJECT NO. 1700725 P.E.
1700725 R/W
1700725 CONST.

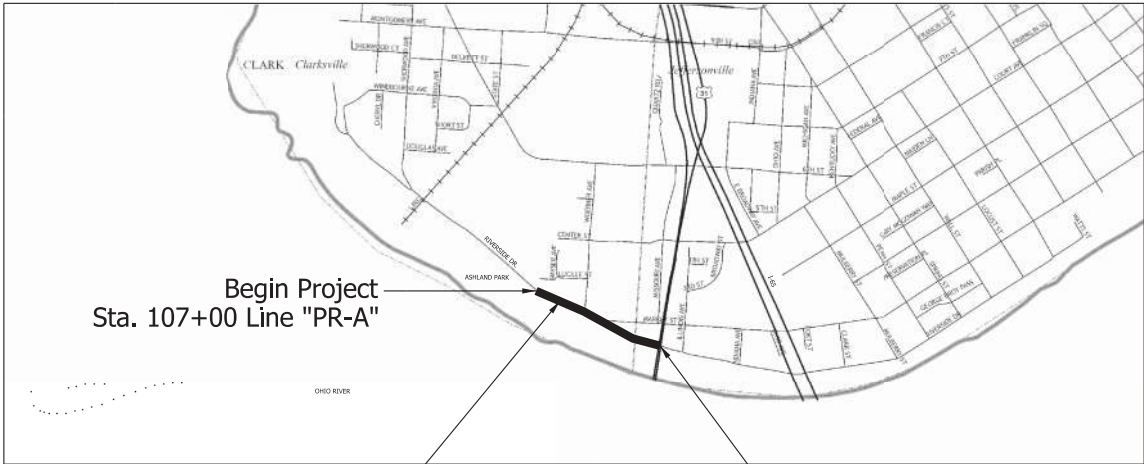
Project Description:

Pavement improvements on Riverside Drive, Located in the Town of Clarksville, From Ashland Park to US 31, in Section 1, T-99, R-99, Jeffersonville Township, Clark County, Indiana.

Gross Length: 0.327 Miles

Net Length: 0.327 Miles

Maximum Grade: 1.20%



Riverside Drive Improvements
Project No.: 1700725
Des. No.: 1700725

Location Map
Town of Clarksville
Scale: 1" = 1000'

TRAFFIC DATA	RIVERSIDE DR.
A.A.D.T. (2017)	990 V.P.D.
A.A.D.T. (2044)	1,350 V.P.D.
D.H.V (2044)	160 V.P.H.
DIRECTIONAL DISTRIBUTION	50/50
TRUCKS	- % A.A.D.T. - % D.H.V.
DESIGN DATA	RIVERSIDE DR.
DESIGN SPEED	30 M.P.H.
PROJECT DESIGN CRITERIA	RECONSTRUCTION (4R), NON-INTERSTATE
FUNCTIONAL CLASSIFICATION	MINOR ARTERIAL
RURAL/URBAN	URBAN
TERRAIN	LEVEL
ACCESS CONTROL	NONE
DESIGN DATA	RIVERSIDE DR.
DESIGN SPEED	30 M.P.H.
PROJECT DESIGN CRITERIA	RECONSTRUCTION (4R), NON-INTERSTATE
FUNCTIONAL CLASSIFICATION	LOCAL STREET
RURAL/URBAN	URBAN
TERRAIN	LEVEL
ACCESS CONTROL	NONE



LATITUDE: 38° 16' 10" N LONGITUDE: 85° 45' 08" W
HUC14 No.: 05140101120010

STAGE 2

INDIANA DEPARTMENT OF TRANSPORTATION
STANDARD SPECIFICATIONS DATED 2020
TO BE USED WITH THESE PLANS

MKSK

CMT

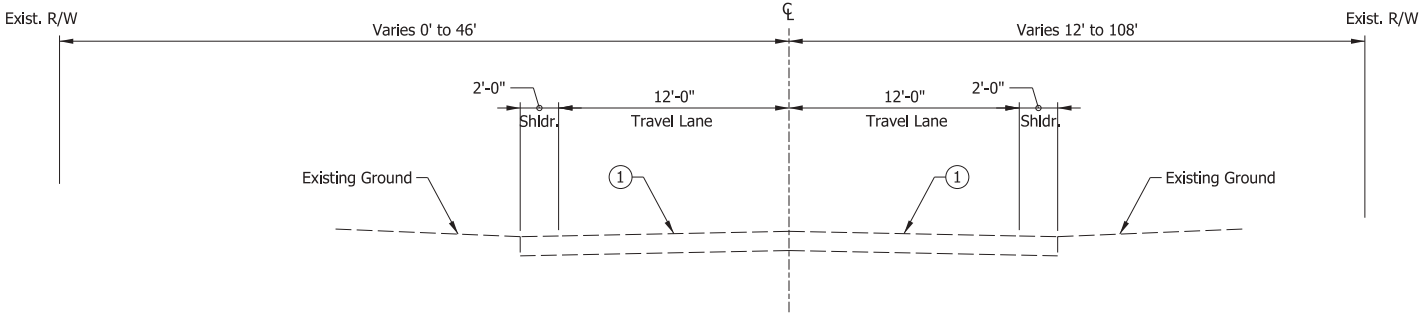
8790 PURDUE ROAD
INDIANAPOLIS, IN 46268-6128
PHONE: (317) 298-4500

NOT FOR
CONSTRUCTION
B-20

PLANS PREPARED BY: CRAWFORD, MURPHY & TILLY INC. (317) 298-4500
PHONE NUMBER
CERTIFIED BY: 9/26/2019
DATE
APPROVED FOR LETTING: INDIANA DEPARTMENT OF TRANSPORTATION
DATE

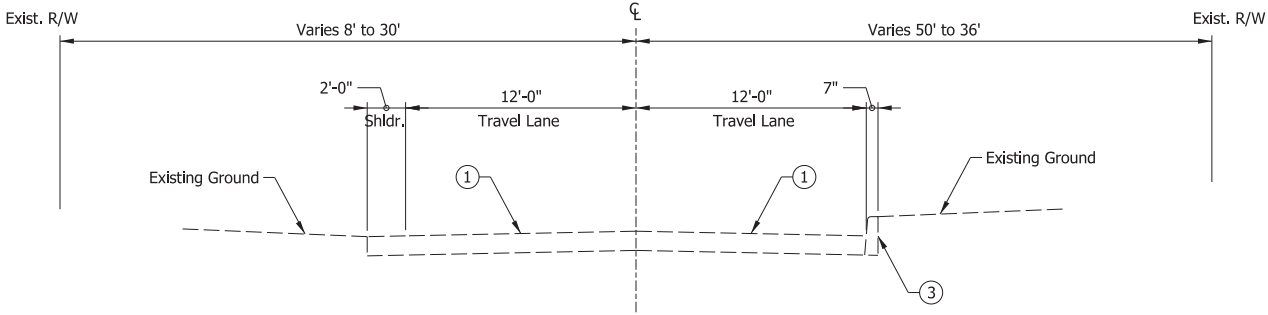
BRIDGE FILE	
N/A	
DESIGNATION	
1700725	
SURVEY BOOK	SHEETS
N/A	1 of XX
CONTRACT	PROJECT
TBD	1700725

- Legend:
- ① Exist. Pavement (Full Depth HMA)
 - ③ Exist. Concrete Curb
 - ⑤ Exist. Concrete Sidewalk



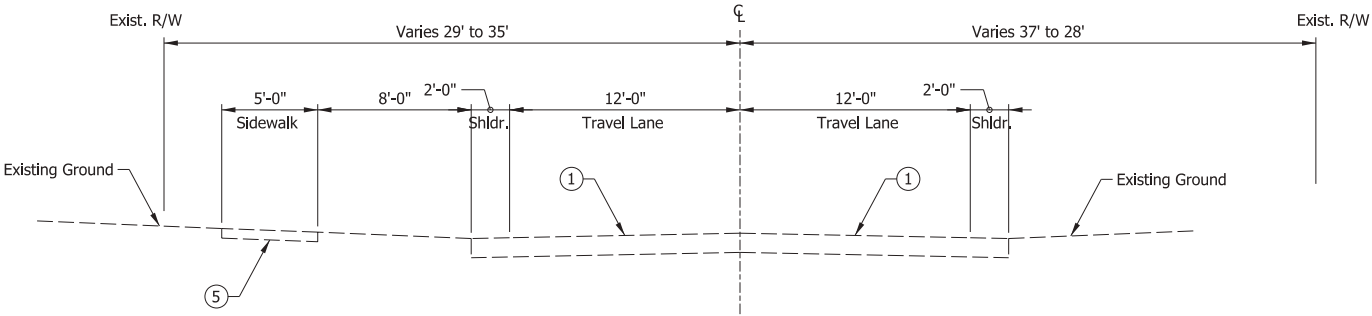
TYPICAL SECTION - LINE PR-A

STA. 107+00 to STA. 109+15
STA. 111+20 to STA. 114+00
STA. 116+20 to STA. 124+25



TYPICAL SECTION - LINE PR-A

STA. 109+15 to STA. 111+20



TYPICAL SECTION - LINE PR-A

STA. 114+00 to STA. 116+20



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8790 PURDUE ROAD
INDIANAPOLIS, IN 46268-6128
PHONE: (317) 298-4500

NOT FOR
CONSTRUCTION
B-21

RECOMMENDED
FOR APPROVAL _____ 9/26/2019
DESIGN ENGINEER DATE

DESIGNED: NDH 9/26/2019 DRAWN: NDH 9/26/2019

CHECKED: LNB 9/26/2019 CHECKED: LNB 9/26/2019

TOWN OF CLARKSVILLE

TYPICAL SECTION
EXISTING

SCALE

1" = 5'

BRIDGE FILE

N/A

DESIGNATION

1700725

SURVEY BOOK

N/A

SHEETS

3 of XX

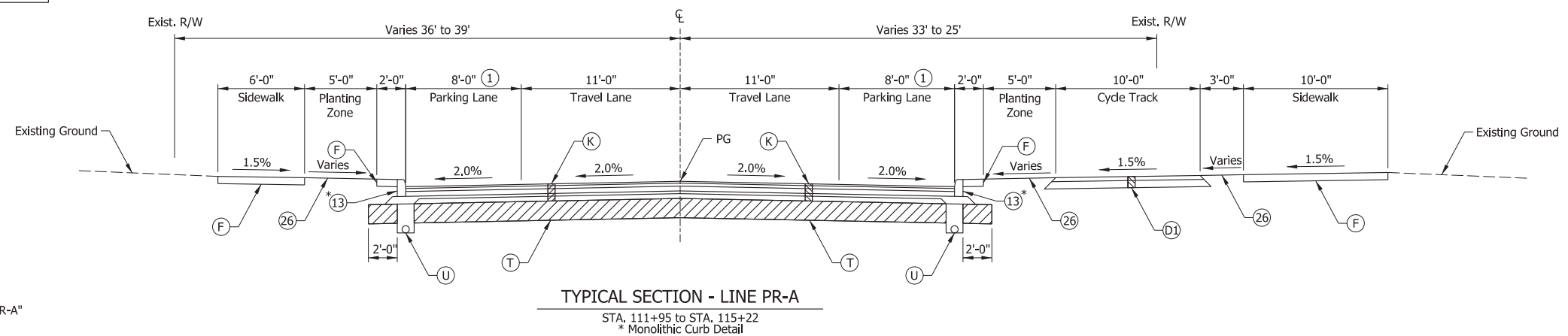
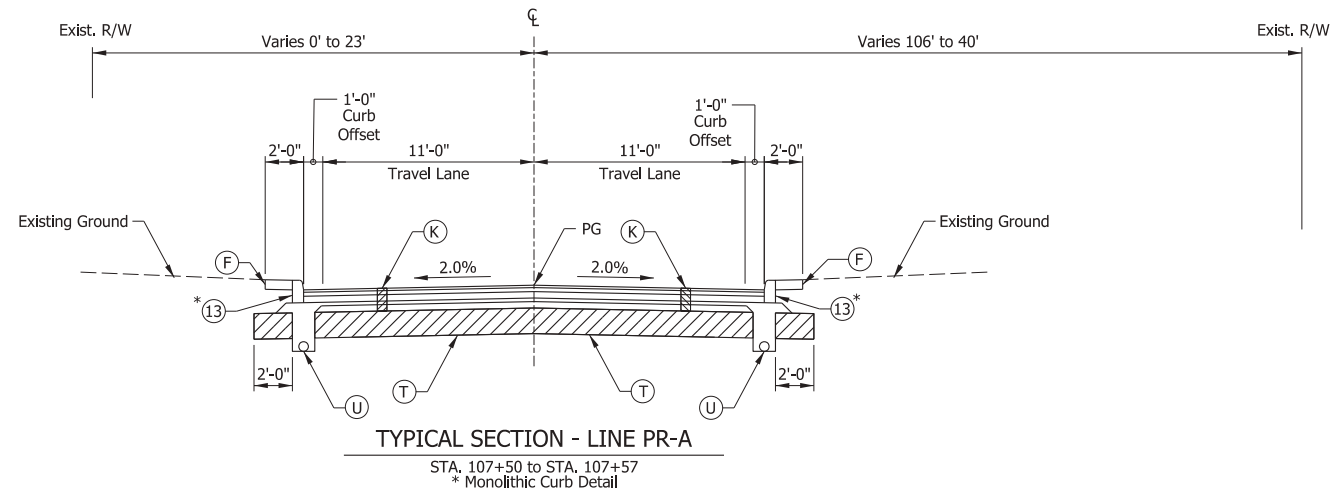
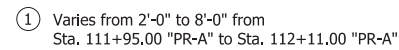
CONTRACT

TBD

PROJECT

1700725

- (K) Full Depth HMA, Consisting of:
165 #/SYD, QC/QA-HMA, 3, 70, Surface, 9.5 mm on
275 #/SYD, QC/QA-HMA, 3, 70, Intermediate, 19.0 mm on
220 #/SYD, QC/QA-HMA, 3, 64, Base, 25 mm on
250 #/SYD, QC/QA-HMA, 3, 76, Intermediate OG, 19.0 mm on
220 #/SYD, QC/QA-HMA, 3, 64, Base, 25 mm
- (U) 6 in. Underdrain, Composed of:
Pipe, Type 4, Circular, 6 in.
Aggregate for Underdrains
Geotextile for Underdrains
- (F) Sidewalk, Concrete
- (T) Subgrade Treatment, Type IC
- (13) Curb, Concrete
- (26) Sodding
- (D1) HMA for Sidewalks, Consisting of:
140 #/SYD, HMA Surface Type B on
220 #/SYD, HMA Intermediate Type B on
6 in. Compacted Aggregate #53, Base



Legend:

- (K)

Full Depth HMA, Consisting of:
165 #/SYD, QC/QA-HMA, 3, 70, Surface, 9.5 mm on
275 #/SYD, QC/QA-HMA, 3, 70, Intermediate, 19.0 mm on
220 #/SYD, QC/QA-HMA, 3, 64, Base, 25 mm on
250 #/SYD, QC/QA-HMA, 3, 76, Intermediate OG, 19.0 mm on
220 #/SYD, QC/QA-HMA, 3, 64, Base, 25 mm
- (U)

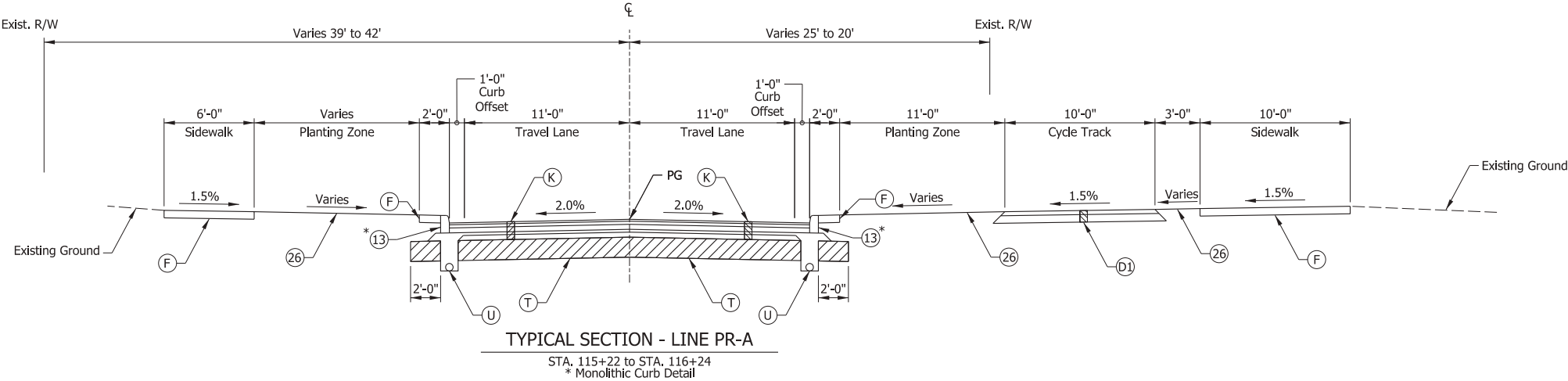
6 in. Underdrain, Composed of:
Pipe, Type 4, Circular, 6 in.
Aggregate for Underdrains
Geotextile for Underdrains
- (F)

Sidewalk, Concrete
- (T)

Subgrade Treatment, Type IC
- (13)

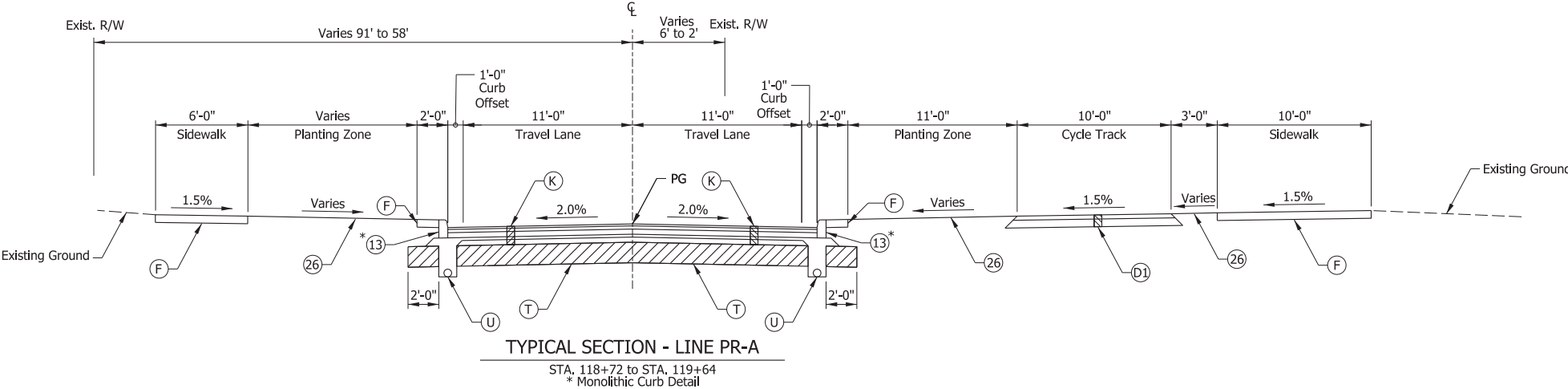
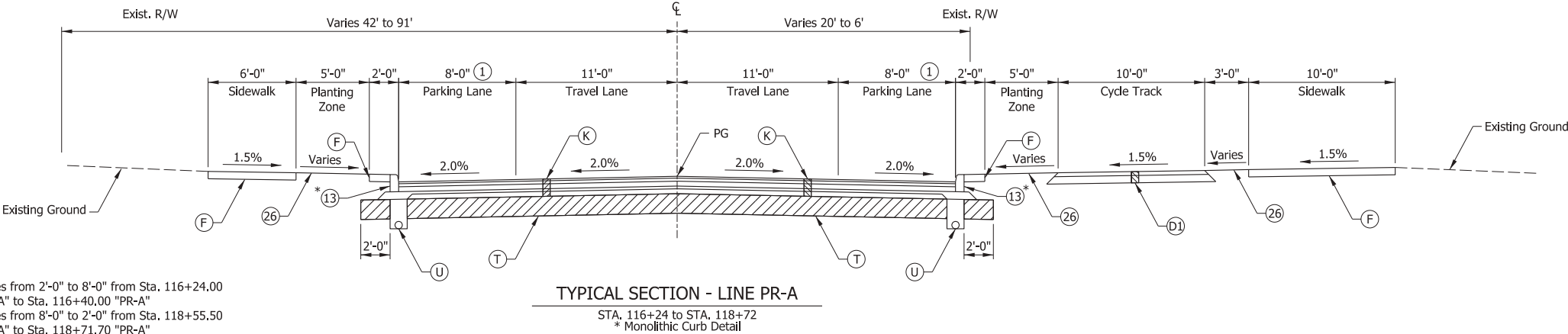
Curb, Concrete
- (26)

Sodding



- (1)

Varies from 2'-0" to 8'-0" from Sta. 116+24.00
"PR-A" to Sta. 116+40.00 "PR-A"
Varies from 8'-0" to 2'-0" from Sta. 118+55.50
"PR-A" to Sta. 118+71.70 "PR-A"



8790 PURDUE ROAD
INDIANAPOLIS, IN 46268-6128
PHONE: (317) 298-4500

NOT FOR
CONSTRUCTION
B-23

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	9/26/2019 DATE
DESIGNED: NDH	9/26/2019	DRAWN: NDH 9/26/2019
CHECKED: LNB	9/26/2019	CHECKED: LNB 9/26/2019

TOWN OF CLARKSVILLE

TYPICAL CROSS SECTIONS
RIVERSIDE DRIVE

SCALE	BRIDGE FILE
1" = 5'	N/A
	DESIGNATION
	1700725
SURVEY BOOK	SHEETS
N/A	5 of XX
CONTRACT	PROJECT
TBD	1700725

Legend:

- (K)

Full Depth HMA, Consisting of:
165 #/SYD, QC/QA-HMA, 3, 70, Surface, 9.5 mm on
275 #/SYD, QC/QA-HMA, 3, 70, Intermediate, 19.0 mm on
220 #/SYD, QC/QA-HMA, 3, 64, Base, 25 mm on
250 #/SYD, QC/QA-HMA, 3, 76, Intermediate OG, 19.0 mm on
220 #/SYD, QC/QA-HMA, 3, 64, Base, 25 mm
- (U)

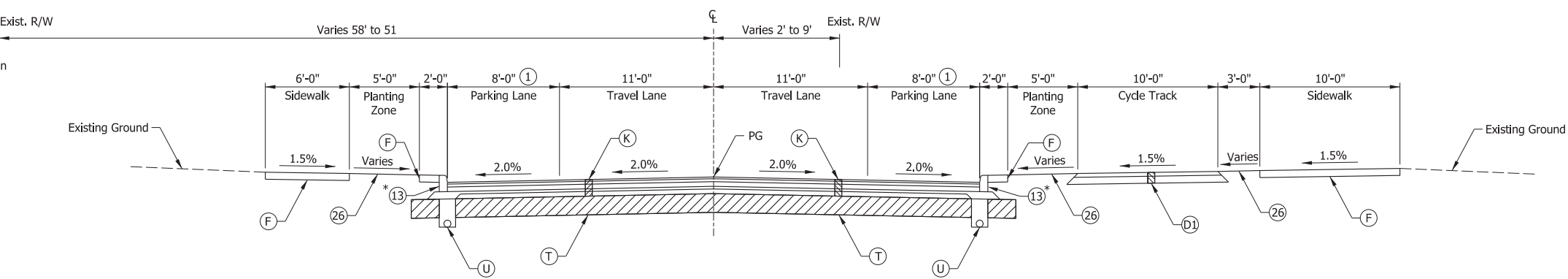
6 in. Underdrain, Composed of:
Pipe, Type 4, Circular, 6 in.
Aggregate for Underdrains
Geotextile for Underdrains
- (F)

Sidewalk, Concrete
- (T)

Subgrade Treatment, Type IC
- (13)

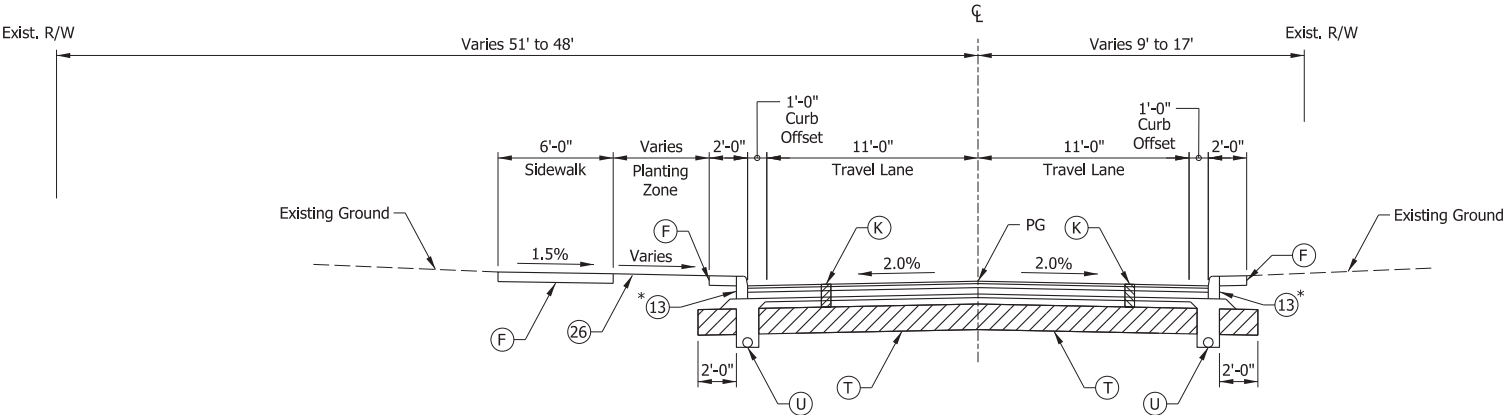
Curb, Concrete
- (26)

Sodding



(1) Varies from 2'-0" to 8'-0" from Sta. 119+64.00 "PR-A" to Sta. 119+79.50 "PR-A"
Varies from 8'-0" to 2'-0" from Sta. 122+06.50 "PR-A" to Sta. 122+23.00 "PR-A"

TYPICAL SECTION - LINE PR-A
STA. 119+64 to STA. 122+23
* Monolithic Curb Detail



TYPICAL SECTION - LINE PR-A
STA. 122+23 to STA. 124+14.87
* Monolithic Curb Detail



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PHONE: (317) 298-4500

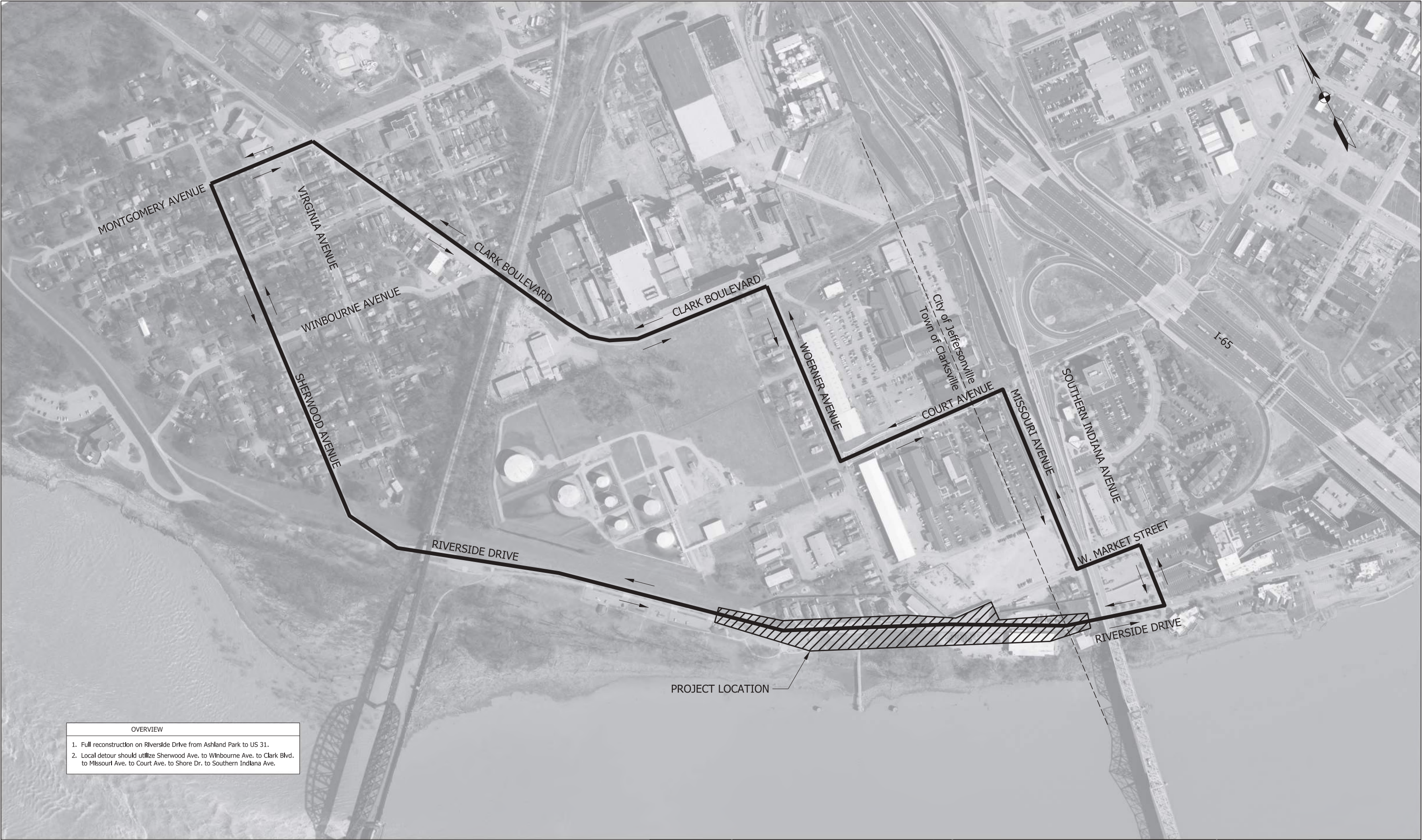
NOT FOR
CONSTRUCTION
B-24

RECOMMENDED FOR APPROVAL		9/26/2019	
DESIGN ENGINEER		DATE	
DESIGNED: NDH	9/26/2019	DRAWN: NDH	9/26/2019
CHECKED: LNB	9/26/2019	CHECKED: LNB	9/26/2019

TOWN OF CLARKSVILLE

TYPICAL CROSS SECTIONS
RIVERSIDE DRIVE

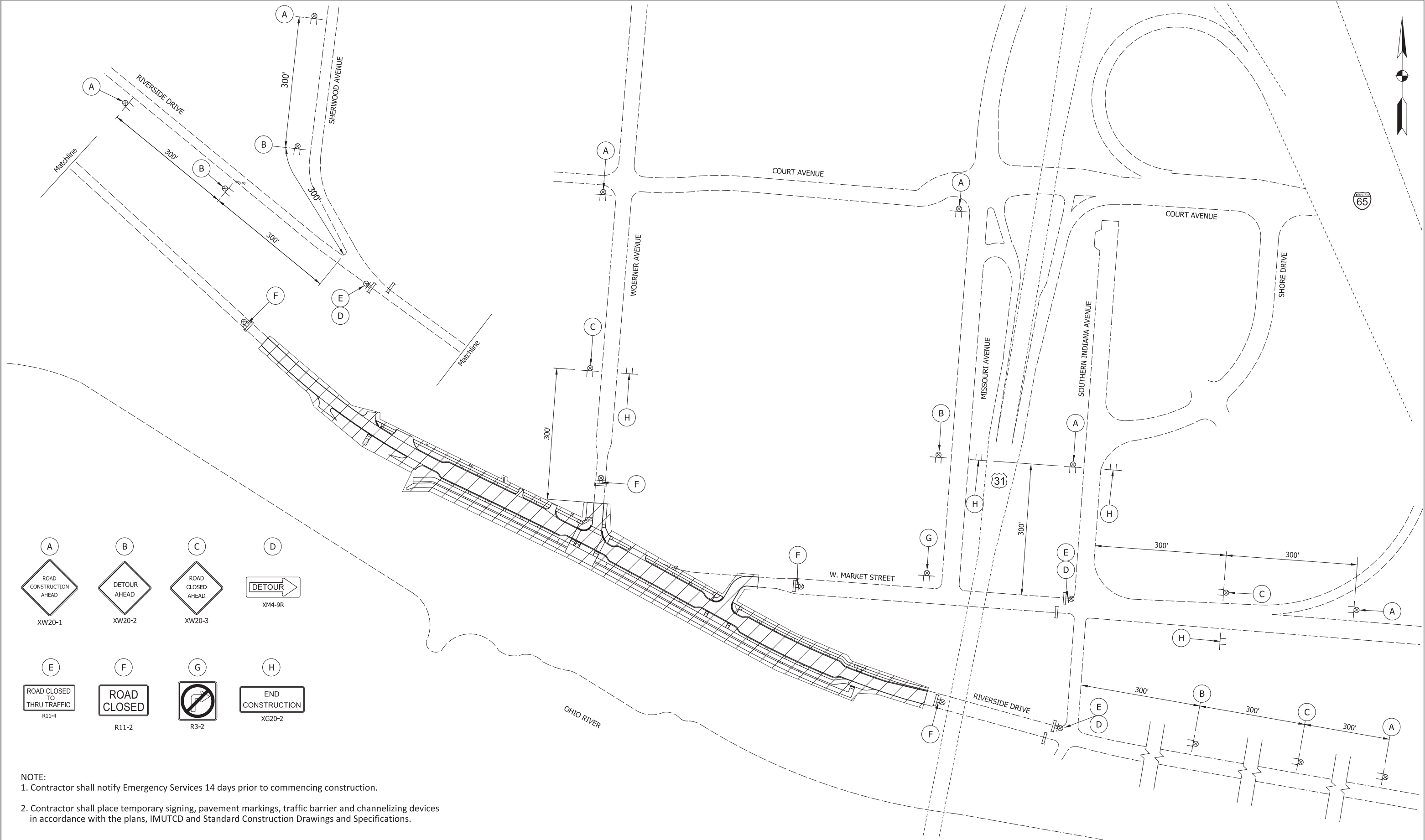
SCALE	BRIDGE FILE		
1" = 5'	N/A		
	DESIGNATION		
	1700725		
SURVEY BOOK	SHEETS		
N/A	6	of	XX
CONTRACT	PROJECT		
TBD	1700725		



OVERVIEW

1. Full reconstruction on Riverside Drive from Ashland Park to US 31.
2. Local detour should utilize Sherwood Ave. to Winbourne Ave. to Clark Blvd. to Missouri Ave. to Court Ave. to Shore Dr. to Southern Indiana Ave.

NOT FOR CONSTRUCTION B-26	RECOMMENDED FOR APPROVAL		DESIGN ENGINEER		12/18/2019 DATE		TOWN OF CLARKSVILLE			SCALE		BRIDGE FILE	
										N.T.S.		N/A	
												DESIGNATION	
												1700725	
	DESIGNED: NDH		DRAWN: NDH		12/18/2019		MAINTENANCE OF TRAFFIC DETOUR			SURVEY BOOK		SHEETS	
										N/A		13 of 62	
CHECKED: LNB		CHECKED: LNB		12/18/2019					CONTRACT		PROJECT		
									TBD		1700725		



A

ROAD
CONSTRUCTION
AHEAD

XW20-1

B

DETOUR
AHEAD

XW20-2

C

ROAD
CLOSED
AHEAD

XW20-3

D

DETOUR

XM4-9R

E

ROAD CLOSED
TO
THRU TRAFFIC

R11-4

F

ROAD
CLOSED

R11-2

G

R3-2

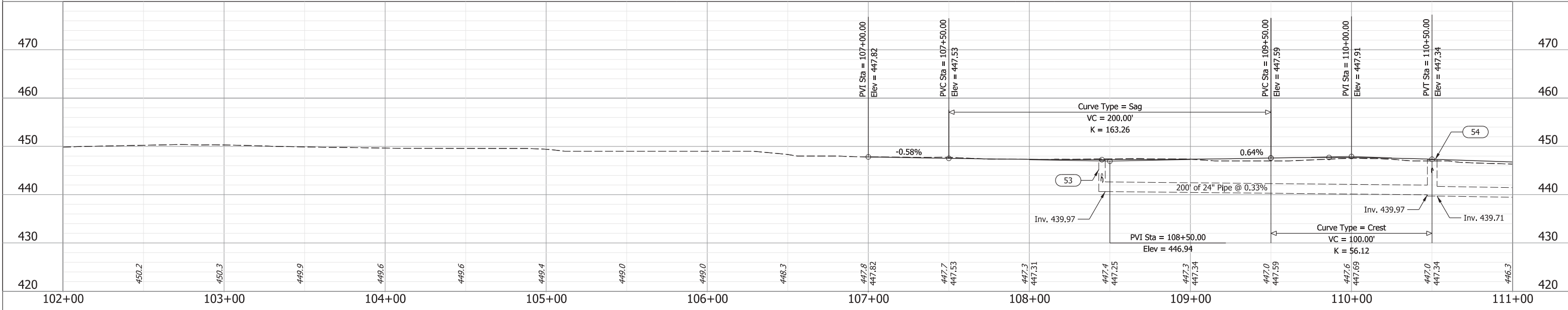
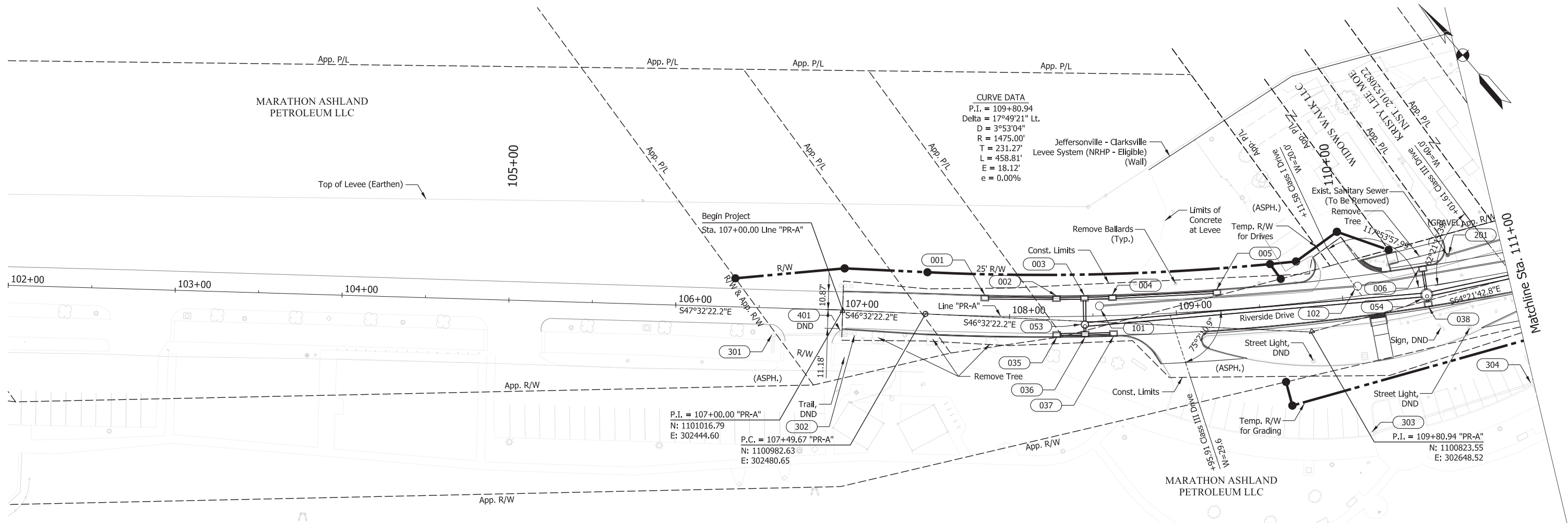
H

END
CONSTRUCTION

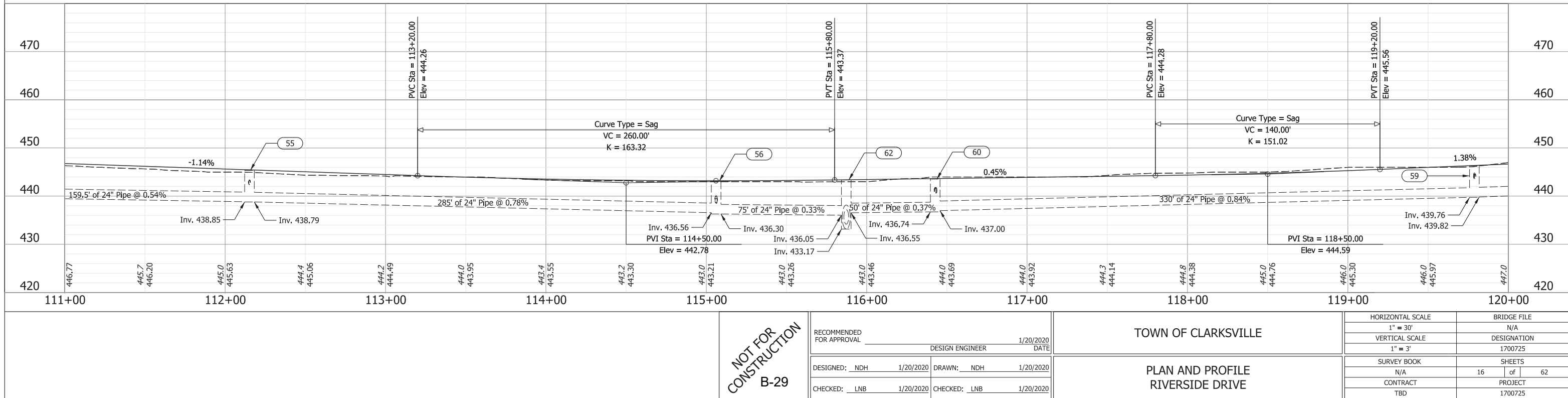
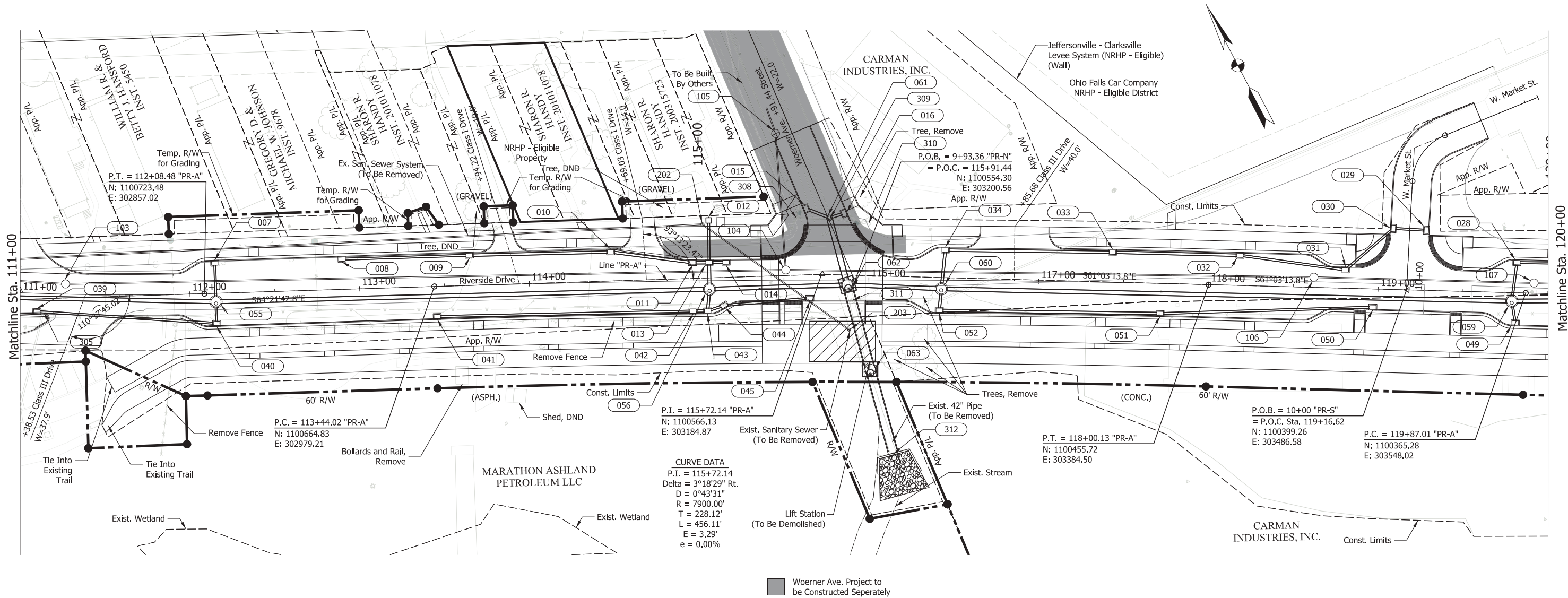
XG20-2

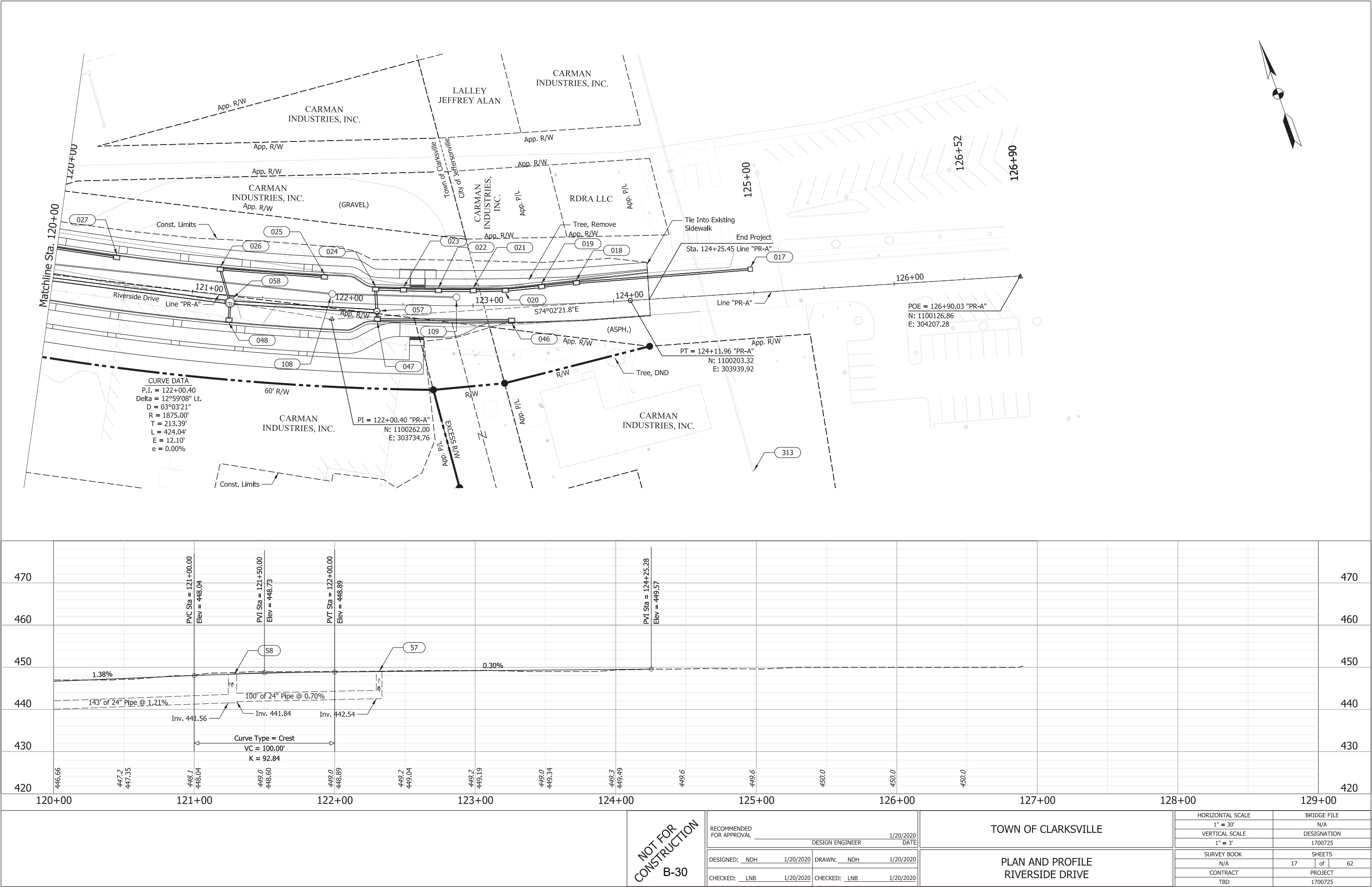
- NOTE:
- 1. Contractor shall notify Emergency Services 14 days prior to commencing construction.
 - 2. Contractor shall place temporary signing, pavement markings, traffic barrier and channelizing devices in accordance with the plans, IMUTCD and Standard Construction Drawings and Specifications.

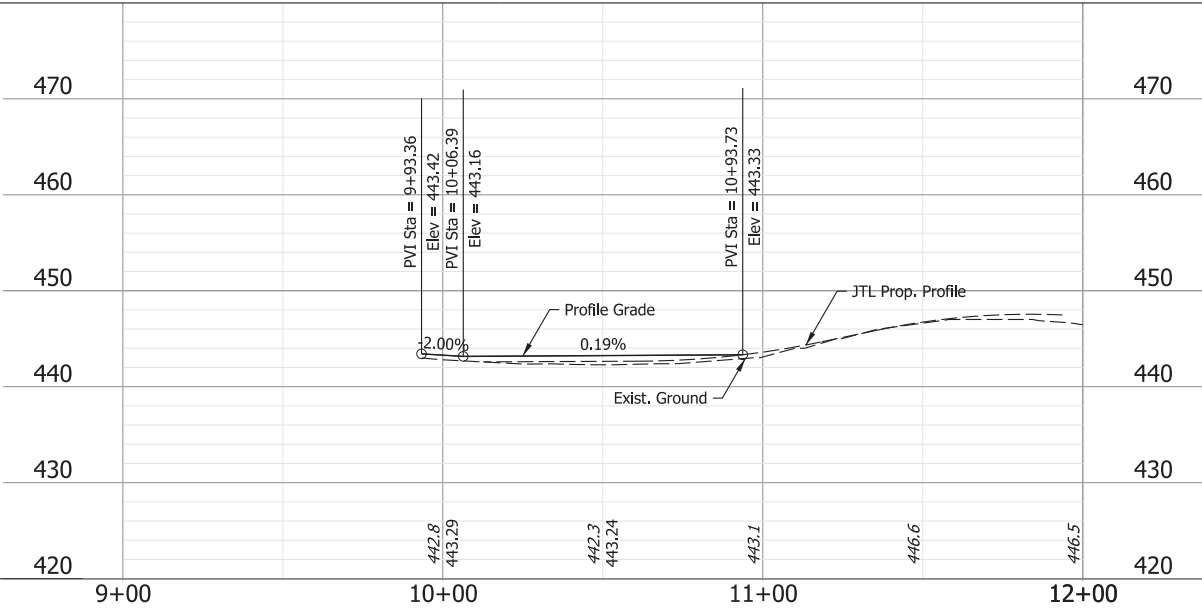
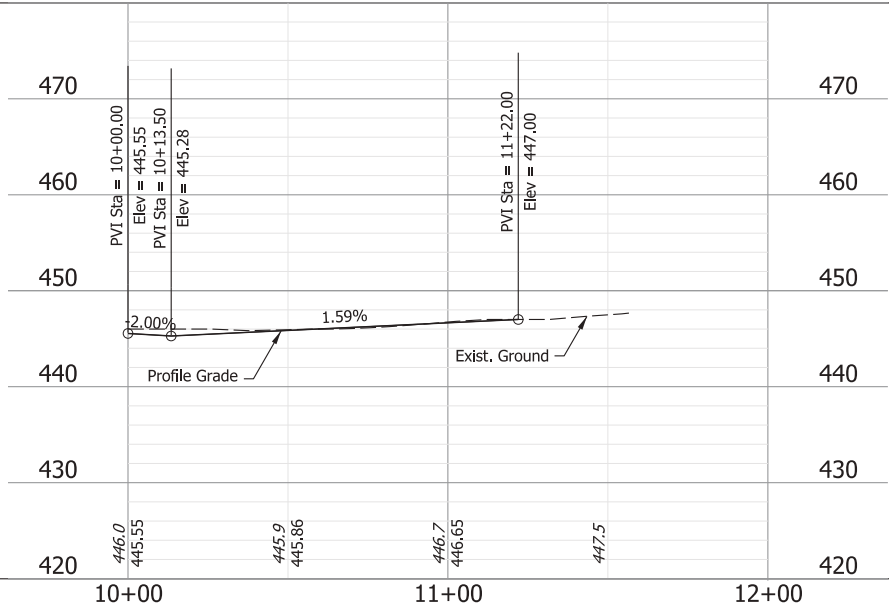
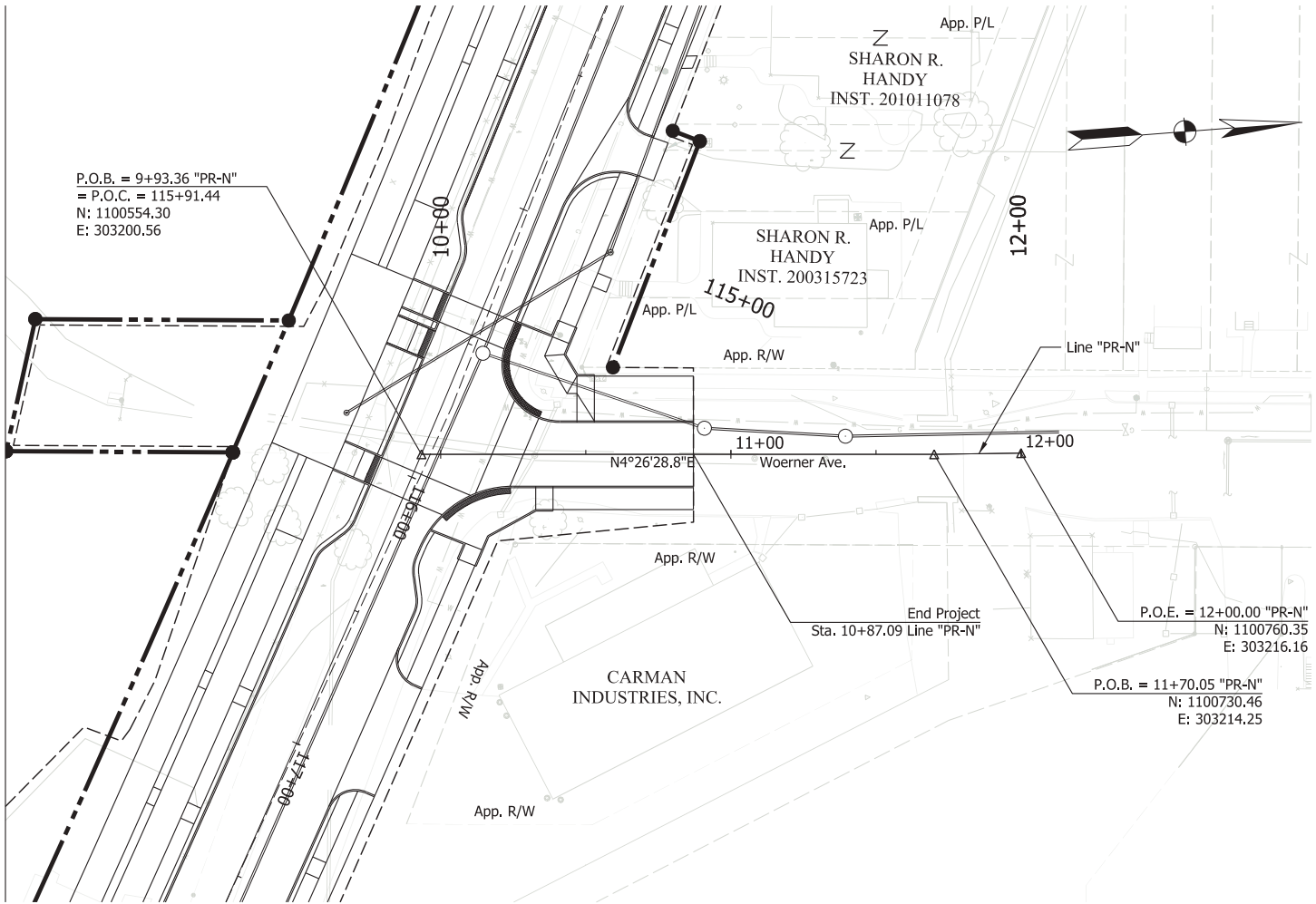
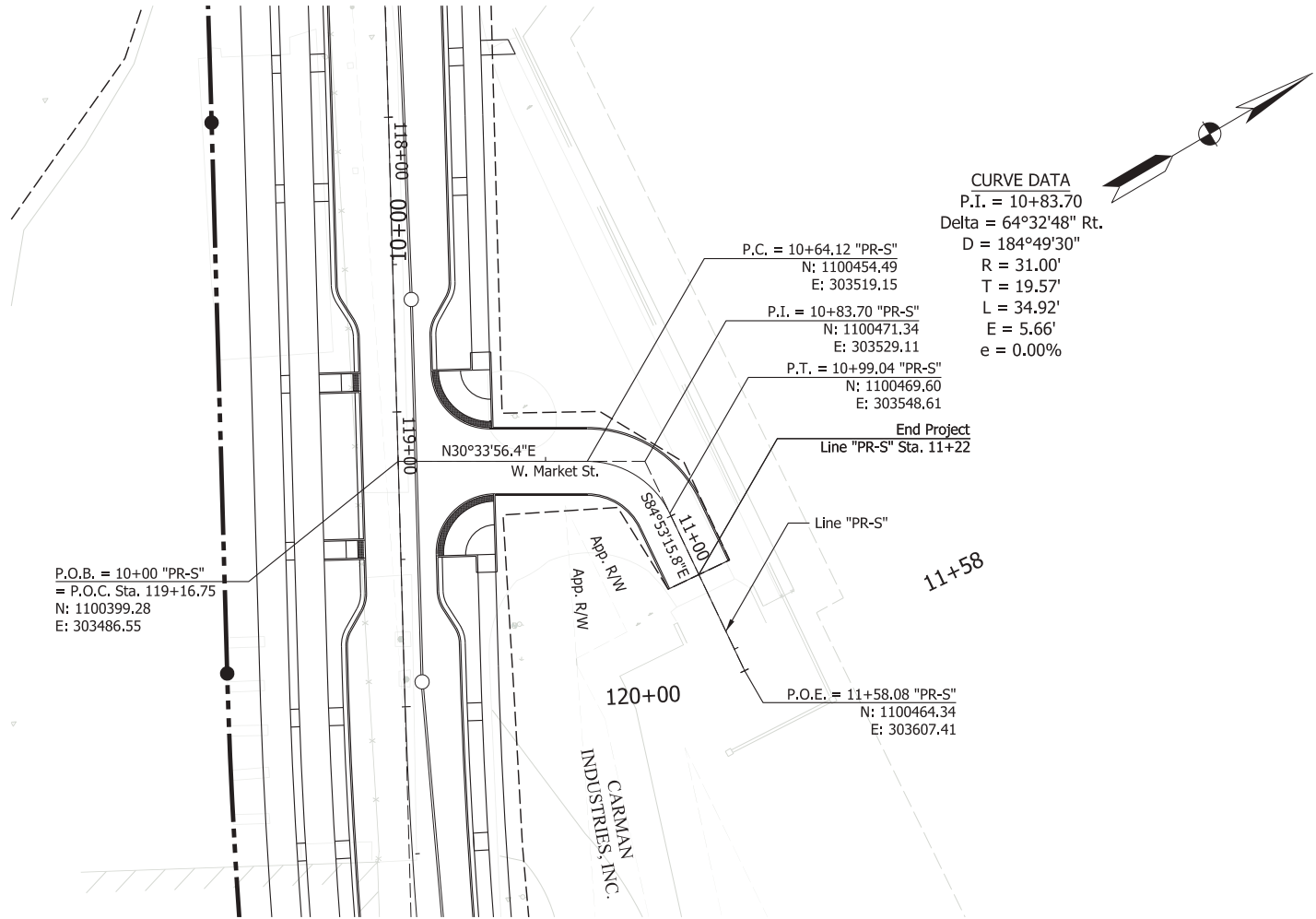
<div>LEGEND</div> <div><div><div><div></div><div>Work Area</div></div><div><div></div><div>Type III Barricade</div></div><div><div></div><div>Type III Barricade W/ Sign</div></div><div><div></div><div>Sign</div></div><div><div></div><div>Warning Light</div></div></div></div>										<div>NOT FOR CONSTRUCTION</div> <div>B-27</div>	RECOMMENDED FOR APPROVAL _____ 12/18/2019		TOWN OF CLARKSVILLE		SCALE		BRIDGE FILE	
DESIGN ENGINEER _____ DATE				1"= 100'		N/A												
DESIGNED: <u>NDH</u> 12/18/2019		DRAWN: <u>NDH</u> 12/18/2019				DESIGNATION												
CHECKED: <u>LNB</u> 12/18/2019		CHECKED: <u>LNB</u> 12/18/2019				1700725												
										SURVEY BOOK		SHEETS						
										N/A		14 of 62						
										CONTRACT		PROJECT						
										TBD		1700725						



NOT FOR CONSTRUCTION B-28	RECOMMENDED FOR APPROVAL _____		DESIGN ENGINEER _____		1/20/2020 DATE		TOWN OF CLARKSVILLE				HORIZONTAL SCALE		BRIDGE FILE	
											1" = 30'		N/A	
							PLAN AND PROFILE RIVERSIDE DRIVE				VERTICAL SCALE		DESIGNATION	
											1" = 3'		1700725	
	DESIGNED: NDH		1/20/2020		DRAWN: NDH		1/20/2020				SURVEY BOOK		SHEETS	
								N/A			15 of 62			
CHECKED: LNB		1/20/2020		CHECKED: LNB		1/20/2020		CONTRACT			PROJECT			
										TBD		1700725		







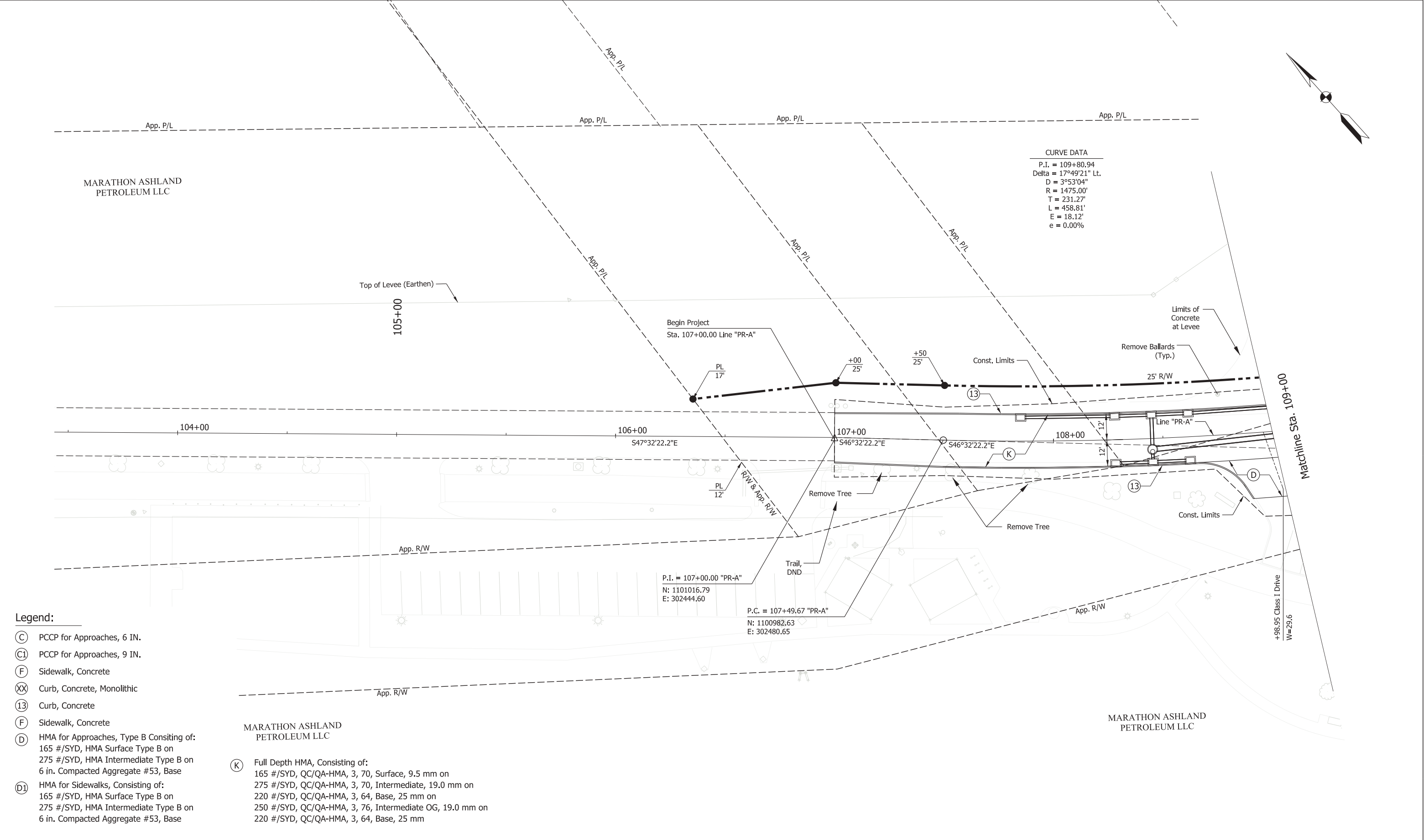
NOT FOR
CONSTRUCTION
B-31

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	1/20/2020 DATE
DESIGNED: NDH	1/20/2020	DRAWN: NDH 1/20/2020
CHECKED: LNB	1/20/2020	CHECKED: LNB 1/20/2020

TOWN OF CLARKSVILLE

PLAN AND PROFILE
WOERNER AVE. & W. MARKET ST.

HORIZONTAL SCALE	BRIDGE FILE
1" = 30'	N/A
VERTICAL SCALE	DESIGNATION
1" = 3'	1700725
SURVEY BOOK	SHEETS
N/A	18 of 62
CONTRACT	PROJECT
TBD	1700725



Legend:

- (C) PCCP for Approaches, 6 IN.
- (C1) PCCP for Approaches, 9 IN.
- (F) Sidewalk, Concrete
- (XX) Curb, Concrete, Monolithic
- (13) Curb, Concrete
- (F) Sidewalk, Concrete
- (D) HMA for Approaches, Type B Consiting of:
165 #/SYD, HMA Surface Type B on
275 #/SYD, HMA Intermediate Type B on
6 in. Compacted Aggregate #53, Base
- (D1) HMA for Sidewalks, Consisting of:
165 #/SYD, HMA Surface Type B on
275 #/SYD, HMA Intermediate Type B on
6 in. Compacted Aggregate #53, Base

MARATHON ASHLAND
PETROLEUM LLC

- (K) Full Depth HMA, Consisting of:
165 #/SYD, QC/QA-HMA, 3, 70, Surface, 9.5 mm on
275 #/SYD, QC/QA-HMA, 3, 70, Intermediate, 19.0 mm on
220 #/SYD, QC/QA-HMA, 3, 64, Base, 25 mm on
250 #/SYD, QC/QA-HMA, 3, 76, Intermediate OG, 19.0 mm on
220 #/SYD, QC/QA-HMA, 3, 64, Base, 25 mm

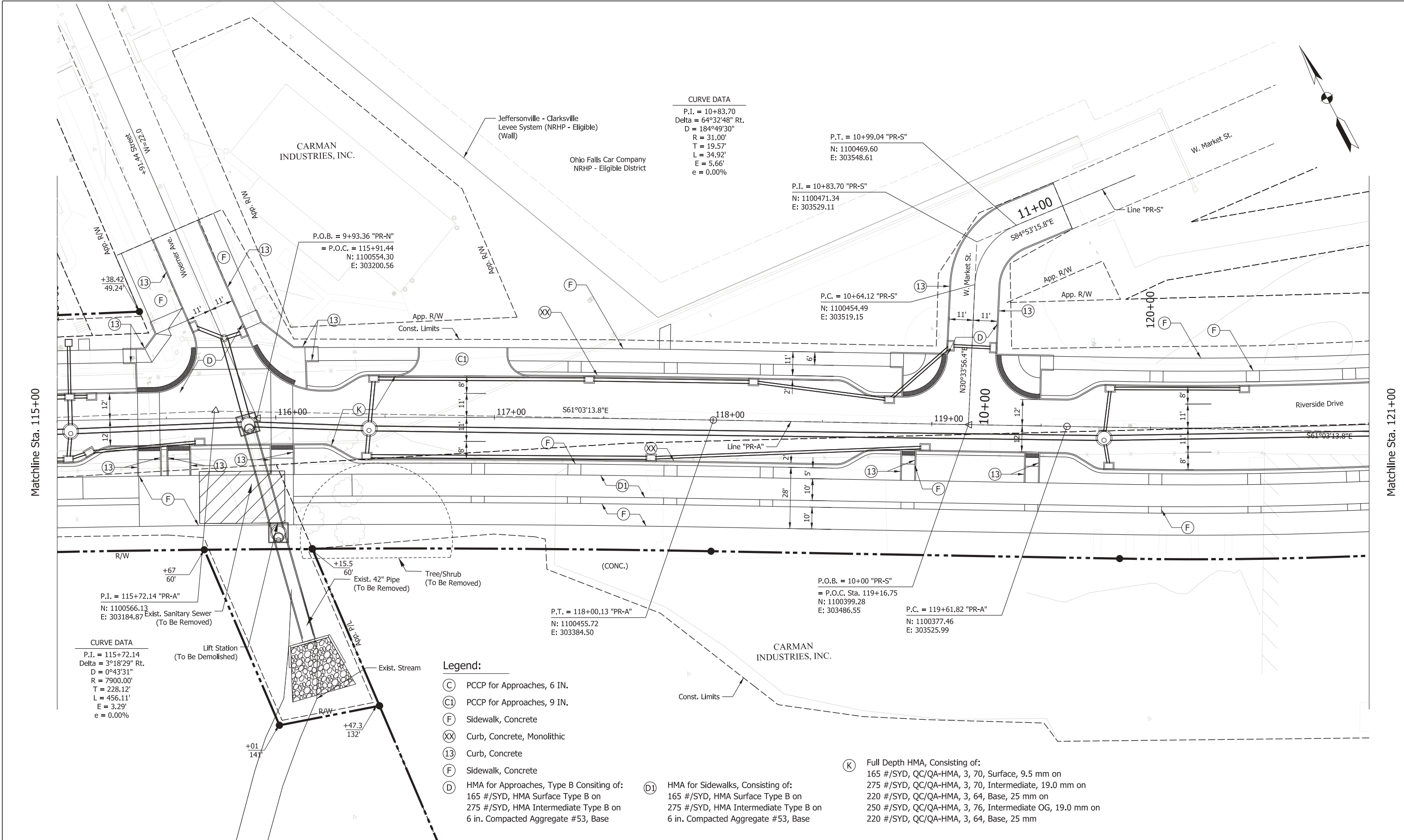
NOT FOR
CONSTRUCTION
B-32

RECOMMENDED FOR APPROVAL _____ 1/21/2020 DATE			
DESIGN ENGINEER			
DESIGNED: NDH	1/21/2020	DRAWN: NDH	1/21/2020
CHECKED: LNB	1/21/2020	CHECKED: LNB	1/21/2020

TOWN OF CLARKSVILLE

CONSTRUCTION DETAILS

SCALE		BRIDGE FILE	
1" = 20'		N/A	
		DESIGNATION	
		1700725	
SURVEY BOOK		SHEETS	
N/A		19	of 62
CONTRACT		PROJECT	
TBD		1700725	



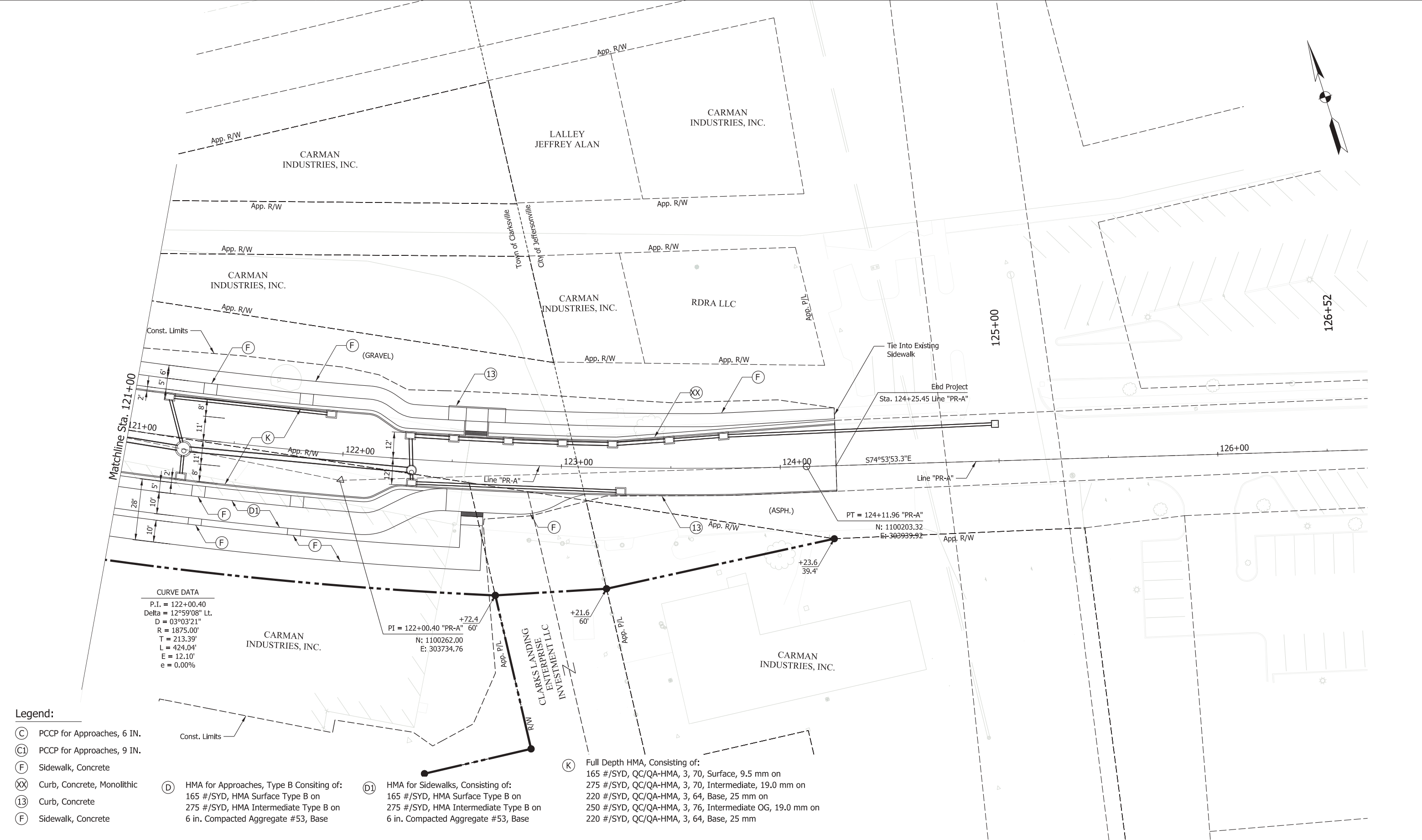
NOT FOR
CONSTRUCTION
B-34

RECOMMENDED FOR APPROVAL		1/21/2020	
DESIGN ENGINEER		DATE	
DESIGNED: NDH	1/21/2020	DRAWN: NDH	1/21/2020
CHECKED: LNB	1/21/2020	CHECKED: LNB	1/21/2020

TOWN OF CLARKSVILLE

CONSTRUCTION DETAILS

SCALE		BRIDGE FILE	
1" = 20'		N/A	
		DESIGNATION	
		1700725	
SURVEY BOOK		SHEETS	
N/A		21	of 62
CONTRACT		PROJECT	
TBD		1700725	



Legend:

- (C) PCCP for Approaches, 6 IN.
- (C1) PCCP for Approaches, 9 IN.
- (F) Sidewalk, Concrete
- (XX) Curb, Concrete, Monolithic
- (13) Curb, Concrete
- (F) Sidewalk, Concrete
- (D) HMA for Approaches, Type B Consiting of: 165 #/SYD, HMA Surface Type B on 275 #/SYD, HMA Intermediate Type B on 6 in. Compacted Aggregate #53, Base
- (D1) HMA for Sidewalks, Consisting of: 165 #/SYD, HMA Surface Type B on 275 #/SYD, HMA Intermediate Type B on 6 in. Compacted Aggregate #53, Base

(K) Full Depth HMA, Consisting of:
165 #/SYD, QC/QA-HMA, 3, 70, Surface, 9.5 mm on
275 #/SYD, QC/QA-HMA, 3, 70, Intermediate, 19.0 mm on
220 #/SYD, QC/QA-HMA, 3, 64, Base, 25 mm on
250 #/SYD, QC/QA-HMA, 3, 76, Intermediate OG, 19.0 mm on
220 #/SYD, QC/QA-HMA, 3, 64, Base, 25 mm

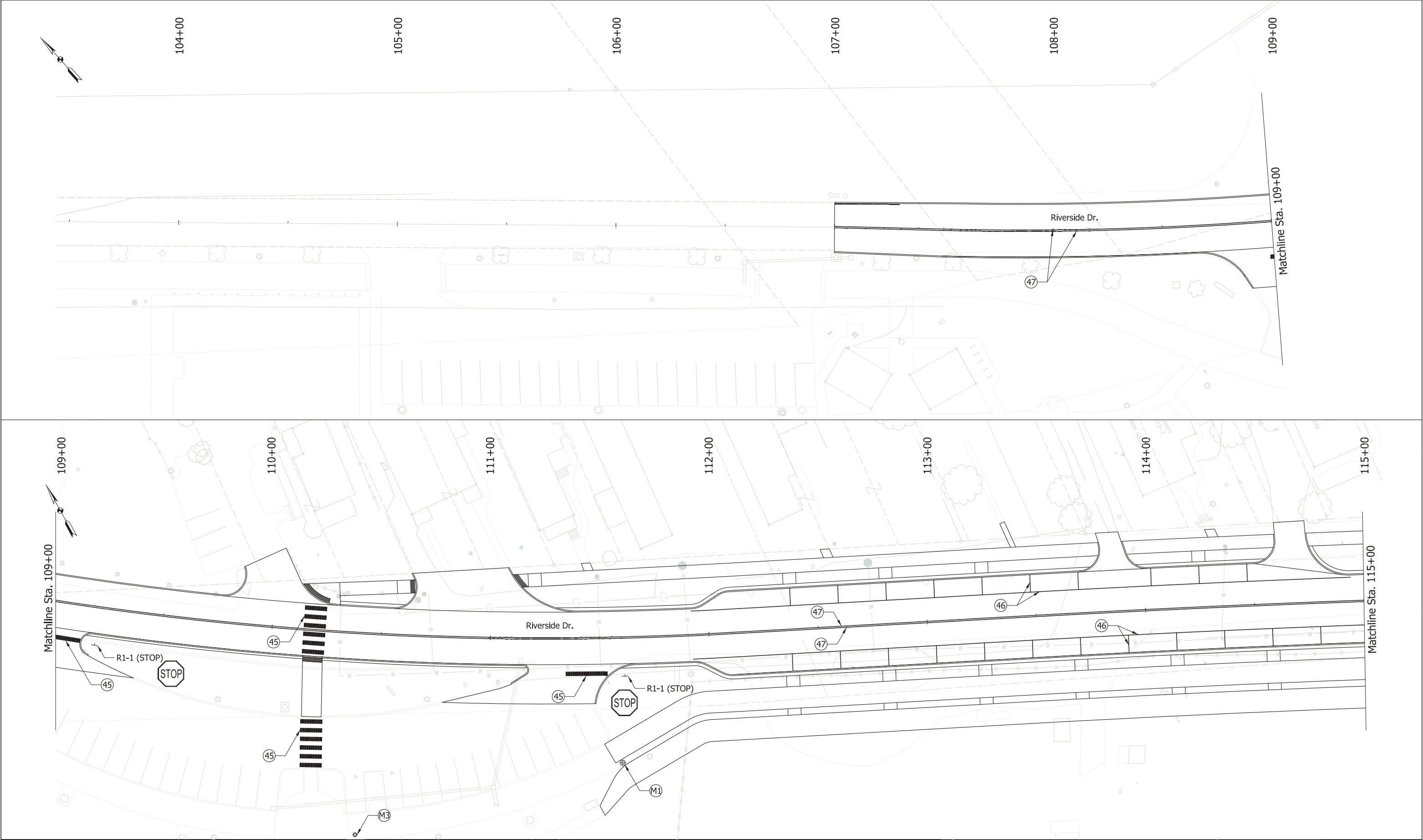
NOT FOR
CONSTRUCTION
B-35

RECOMMENDED FOR APPROVAL		1/21/2020	
DESIGN ENGINEER		DATE	
DESIGNED: NDH	1/21/2020	DRAWN: NDH	1/21/2020
CHECKED: LNB	1/21/2020	CHECKED: LNB	1/21/2020

TOWN OF CLARKSVILLE

CONSTRUCTION DETAILS

SCALE		BRIDGE FILE	
1" = 20'		N/A	
		DESIGNATION	
		1700725	
SURVEY BOOK		SHEETS	
N/A		22	of 62
CONTRACT		PROJECT	
TBD		1700725	



LEGEND	
(45) Transverse Marking, Thermoplastic, Stop Line, White, 24 in.	(M1) Bicycle Facility Stop Sign
(46) Line, Thermoplastic, Solid, White, 4 in.	(M2) Bicycle / Pedestrian Keep Left / Right Sign
(47) Line, Thermoplastic, Solid, Yellow, 4 in.	(M3) Bike Yield to Pedestrian Sign
(37) Bicycle Path, Thermoplastic Pavement Message	



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INDIANAPOLIS, IN 46268-6128
PHONE: (317) 298-4500

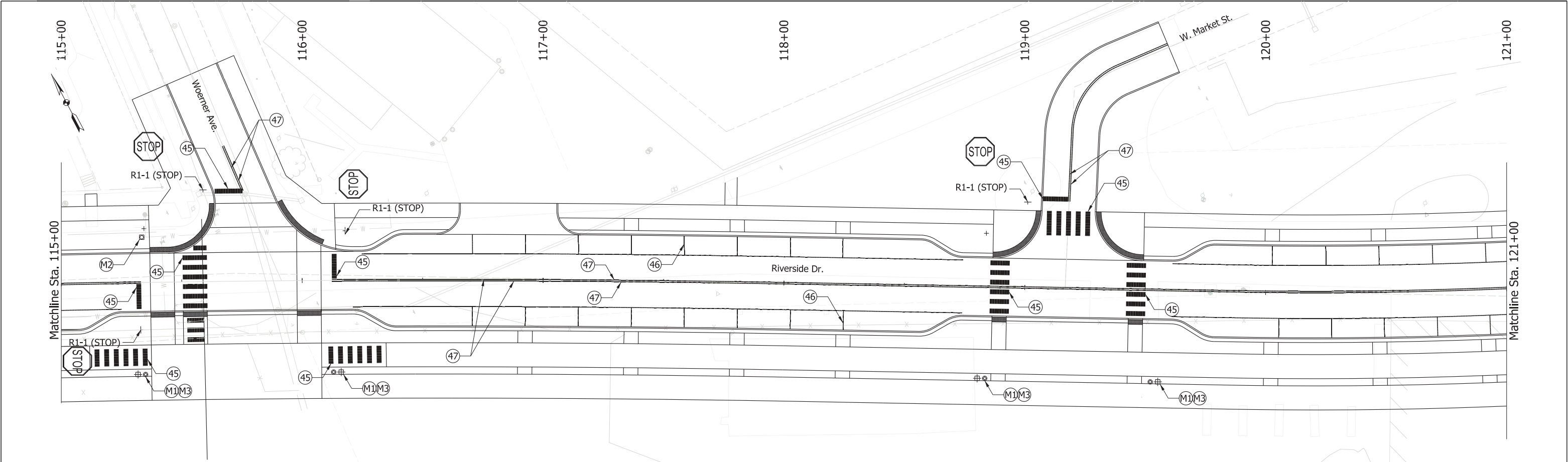
NOT FOR
CONSTRUCTION

B-36

RECOMMENDED FOR APPROVAL		DESIGN ENGINEER		9/26/2019	
				DATE	
DESIGNED:	NDH	9/26/2019	DRAWN:	NDH	9/26/2019
CHECKED:	LNB	9/26/2019	CHECKED:	LNB	9/26/2019

TOWN OF CLARKSVILLE	
PAVEMENT MARKINGS & SIGNAGE PLAN	
RIVERSIDE DRIVE	

SCALE	BRIDGE FILE		
1" = 20'	N/A		
	DESIGNATION		
	1700725		
SURVEY BOOK	SHEETS		
N/A	XX	of	XX
CONTRACT	PROJECT		
TBD	1700725		



LEGEND			
(45)	Transverse Marking, Thermoplastic, Stop Line, White, 24 in.	(M1)	Bicycle Facility Stop Sign
(46)	Line, Thermoplastic, Solid, White, 4 in.	(M2)	Bicycle / Pedestrian Keep Left / Right Sign
(47)	Line, Thermoplastic, Solid, Yellow, 4 in.	(M3)	Bike Yield to Pedestrian Sign
(37)	Bicycle Path, Thermoplastic Pavement Message		



8790 PURDUE ROAD
INDIANAPOLIS, IN 46268-6128
PHONE: (317) 298-4500

NOT FOR
CONSTRUCTION
B-37

RECOMMENDED FOR APPROVAL		9/26/2019	
DESIGN ENGINEER		DATE	
DESIGNED: NDH	9/26/2019	DRAWN: NDH	9/26/2019
CHECKED: LNB	9/26/2019	CHECKED: LNB	9/26/2019

TOWN OF CLARKSVILLE

PAVEMENT MARKINGS & SIGNAGE PLAN
RIVERSIDE DRIVE

SCALE	BRIDGE FILE		
\$SCALECD\$	N/A		
	DESIGNATION		
	1700725		
SURVEY BOOK	SHEETS		
N/A	XX	of	XX
CONTRACT	PROJECT		
TBD	1700725		

Riverside Drive Improvements

CE Level 4

APPENDIX C: EARLY COORDINATION





February 19, 2019

{See Attached List}

Re: Riverside Drive Improvements
Clark County, Indiana
INDOT Des No.: 1700725
CMT Project No.: 180701-02

Dear Interested Party:

The Town of Clarksville, Indiana intends to proceed with a project involving Riverside Drive in Clarksville, Clark County, Indiana. This letter is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. **Please use the above designation numbers and description in your reply.** We will incorporate your comments into a study of the project's environmental impacts. This is a Local Public Agency sponsored project receiving federal funds.

Project Description

The proposed project is located along Riverside Drive from the Clarksville town limits to the second parking lot of Ashland Park, about 1,400 feet to the west in the Town of Clarksville, Clark County, Indiana. The study area is situated in the New Albany Indiana USGS Quadrangle and Clark County Grant, Section 1.

Riverside Drive runs northwest to southeast along the Ohio River. Within the project area, Riverside Drive is a two-lane minor arterial from the western project limit to West Market Street and local street from West Market Street to the eastern project limit with one twelve-foot travel lane in each direction. Gravel roadside parking exists between Ashland Park and Woerner Avenue on the north side of Riverside Drive. The Ohio River Greenway, a twelve-foot multi-use path and five-foot concrete sidewalk, is located on the south side of Riverside Drive beginning outside the western project limit and ending 500 feet into the project area. On the east side of the project limits, a five-foot concrete sidewalk is located along the north side of Riverside Drive in Jeffersonville.

The proposed improvements include the reconstruction of Riverside Drive. This project will provide a multi-use path separated from traffic to complete the Town's portion of the Ohio River Greenway, provide pedestrians with ADA-compliant walking areas that connect to existing sidewalks in the area, and upgrade the pavement and drainage to provide an extended service life. The Ohio River Greenway is a multi-use trail, connecting Jeffersonville, Clarksville and New Albany. The project will widen the roadway to the south to accommodate a new typical cross section consisting of two travel lanes, on-street parking on both sides of the roadway, curbs, sidewalk (six feet on the north side and ten feet on the south side of the roadway), planting zones, and a twelve foot above-grade two-way bicycle path within the right-of-way on the south side of the roadway. The project will also install new street lighting and trees; and include a new storm sewer system.

New right-of-way acquisition is anticipated. A total of six parcels are expected to be impacted by right-of-way acquisition. Attempts are being made to avoid temporary right-of-way from the parcels along the north side of Riverside Drive (west of Woerner Avenue). The total anticipated permanent right-of-way acreage is approximately 1.5 acres; however, if the Carman Industries parcels are determined to be total acquisitions, an additional 6.7 acres will also need to be acquired. The anticipated maintenance of traffic (MOT) will involve a road closure to through traffic with a detour for both vehicles and users of the Ohio River Greenway. Access to all residences and businesses along Riverside Drive will be maintained at all times during construction as required by INDOT specifications.

The purpose of this project is to promote public access to the Ohio River waterfront and improve connectivity between the towns along the Ohio River waterfront. The project will also improve safety for pedestrians and bicyclists by providing a trail route that is ADA compliant and by providing better trail connectivity that is separate from the roadway. The need for this project is the lack of continuation of the Ohio River Greenway as a path separated from the roadway, absence of other pedestrian accommodations, and deficient stormwater conveyance.

Land use in the vicinity of the project is mixed use residential, commercial and industrial, with the Ohio River immediately south of the project area. A waters and wetlands determination identifying any water resources that may be present within the project area has been performed. One potentially jurisdictional wetland is located along the southern boundary of the project area and is expected to be impacted by the proposed project. An unnamed tributary of the Ohio River is located within the central portion of the project area. The tributary is expected to be impacted and involve work below the ordinary high water mark (OHWM). A DNR Construction in a Floodway and 401/404 Permits are anticipated to be required for this project. This project qualifies for the application of the USFWS range-wide programmatic informal consultation for the Indiana bat and Northern long-eared bat and USFWS project information form will be provided to USFWS for review separately. A total of approximately 10 trees will be removed for this project.

The INDOT Cultural Resources Office will investigate the areas of additional right-of-way for archaeological and historic resources for compliance with Section 106 compliance. The results of this investigation will be forwarded to the State Historic Preservation Officer for review and concurrence. One previously recorded, demolished county survey site is located within the project area. Four previously recorded county survey sites (one outstanding, two contributing, and one notable) and a National Register Historic District (Ohio Falls Car and Locomotive Company Historic District) are located adjacent to the project area. INDOT will ensure compliance with Section 106 of the National Historic Preservation Act of 1966.

Should we not receive a response **within thirty (30) calendar days** from the date of this letter, it will be assumed that your agency feels that there will be no adverse effects incurred as a result of the proposed project. However, should you find that an extension to the response time is necessary; a reasonable amount may be granted upon request.

If you have any questions or concerns regarding this matter, please feel free to contact me at (317) 492-9162 or via email at nbatta@cmtengr.com. Thank you in advance for your input.

Sincerely,

Crawford, Murphy & Tilly, Inc.

Nick Batta
Project Manager

Attachments-
Maps (Location, Aerial, USGS Topographic)
Photographs

Note: Duplicate mapping and photographs were included in the Early Coordination Packet, but were intentionally removed. Please see Appendix B for maps and photographs.

The following agencies received Early Coordination Letters sent February 19, 2019

Field Supervisor
U.S. Fish and Wildlife Service
Bloomington Indiana Field Office
620 South Walker Street
Bloomington, Indiana 47403-2121
robin_mcwilliams@fws.gov

Federal Highway Administration
Federal Office Building, Room 254
575 North Pennsylvania Street
Indianapolis, Indiana 46204
Seymour District
Anthony.Johnson@dot.gov

State Conservationist
Natural Resources Conservation Service
6013 Lakeside Boulevard
Indianapolis, Indiana 46278
rick.neilson@in.usda.gov

Indiana Geological Survey
611 North Walnut Grove
Bloomington, Indiana 47405
Early Coordination submittal at
<https://igs.indiana.edu/eAssessment/>

Chief, Groundwater Section
Indiana Department of Environmental
Management
Electronic Determination
<https://www.in.gov/idem/cleanwater/pages/wellhead/>

Indiana Department of Environmental
Management
Electronic Website Coordination
<http://www.in.gov/idem/5284.htm>

Manager, Public Hearings
Indiana Department of Transportation
100 N. Senate Avenue, Rm. 642
Indianapolis, IN 46204
reclark@indot.in.gov
cc: mwright@indot.in.gov

Regional Environmental Officer
Chicago Regional Office,
US Department of Housing & Urban
Development
Metcalf Fed. Bldg.
77 W. Jackson Blvd. Rm 2401
Chicago, IL 60604
Michael.e.wurl@hud.gov

Environmental Coordinator
Indiana Department of Natural Resources
Division of Fish and Wildlife
Room W264, IGC South
402 West Washington Street
Indianapolis, Indiana 46204
environmentalreview@dnr.in.gov

Scott Manning
Strategic Communications Director
Indiana Department of Transportation
100 N. Senate Avenue
IGCN Room N755
Indianapolis, IN 46204
SManning1@indot.IN.gov

David Dye
Environmental Scoping Manager
INDOT – Seymour District Office
185 Agrico Lane
Seymour, IN 47274
ddye@indot.in.gov

U.S. Army Corps of Engineers
Louisville District
ATTN: CELRL-RDN
P.O. Box 59
Louisville, KY 40201-0059
Gregory.A.McKay@usace.army.mil

Paul Fetter
Ohio River Greenway Commission
315 Southern Indiana Avenue
Jeffersonville, IN 47130
pfetter@townofclarksville.com

Nick Creevy
President
Friends of the Ohio River Greenway
315 Southern Indiana Avenue
Jeffersonville, IN 47130
friendsofgreenway@gmail.com

Brian Kaluzny
Superintendent
Clarksville Parks & Recreation
2000 Broadway Street, Suite 221
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bkaluzny@clarksvilleparks.com

Thomas Clevidence
Town of Clarksville MS4 Coordinator
125 East Harrison Ave
Clarksville, IN 47129
tclevidence@clarksvillesw.com

Kevin Feder
City of Jeffersonville MS4 Coordinator
1420 Bates-Bouyer Road
Jeffersonville, Indiana 47130
kfeder@cityofjeff.net

Brian Dixon
Clark County MS4 Coordinator
Clark County Highway Engineer
501 East Court Avenue
Jeffersonville, Indiana 47130
bdixon@co.clark.in.us

Jarret Haley
Executive Director
Kentuckiana Regional Planning & Development
Agency (KIPDA)
11520 Commonwealth Drive
Louisville, KY 40299
Jarrett.haley@kipda.org

Stacia Franklin
Clark County Plan Commission Executive
Director
Clark County Government Center
501 East Court Ave. Room #416
Jeffersonville, IN 47130
sfranklin@co.clark.in.us

David R. Blankenbeker
Clark County Surveyor
Clark County Government Building
501 E. Court Avenue, Room #421
Jeffersonville, IN 47130
dblankenbeker@co.clark.in.us

Jamey Noel
Clark County Sheriff
Clark County Government Center
501 E. Court Avenue
Jeffersonville, IN 47130

Emergency Management Director
Clark County Emergency Management Agency
110 North Indiana Avenue
Sellersburg, IN 47172
EMA@co.clark.in.us

Jack Coffman
Clark County Commissioner President
Clark County Government Center
501 East Court Ave.
Jeffersonville, IN 47130
jcoffman@co.clark.in.us

Barbara Hollis
Clark County Council President
Clark County Government Center
501 East Court Ave.
Jeffersonville, IN 47130
basketbarb@sbcglobal.net

Kevin Baity
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2000 Broadway, Suite 208
Clarksville, IN 47129
kbaity@townofclarksville.com

Paul Fetter
Clarksville Town Council President
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Clarksville, Indiana 47129
pfetter@townofclarksville.com

Jacob D. Arbital
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2000 Broadway, Suite 234
Clarksville, IN 47129
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Tom Clevidence
Local Floodplain Administrator
2000 Broadway Street
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tclevidence@townofclarksville.com

Tina Bennett
Superintendent
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200 Ettels Lane
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tbennett@clarksvilleschools.org

Scott Gardner
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Brandon Skaggs
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Clarksville, IN 47129
bskaggs@cfdfire.com

Mark Palmer
Police Chief
Clarksville Police Department
1970 Broadway
Clarksville, IN 47129
m.palmer@clarksvillepolice.com

Clarksville Historical Society
PO Box 2303
Clarksville, Indiana 47129

Indiana Department of Transportation
Office of Aviation
100 N. Senate Avenue, Rm. 955
Indianapolis, IN 46204
AFrench2@indot.in.gov

From: McWilliams, Robin
To: [Ellen Hogrebe](#)
Subject: Re: [EXTERNAL] Early Coordination Letter: Riverside Dr. #1700725
Date: Monday, March 4, 2019 11:35:04 AM

Dear Ms. Hogrebe,

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

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

The project is within the range of the Indiana bat (*Myotis sodalis*) and northern long-eared bat (*Myotis septentrionalis*) and should follow the new Indiana bat/northern long-eared bat programmatic consultation process, if applicable (*i.e.* a federal transportation nexus is established). We will review that information once it is received.

The project is also within the range of the gray bat (*Myotis grisescens*) and sheepnose mussel (*Plethobasus cyohyus*). It does not appear that suitable habitat for these species occurs within the project area.

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

We appreciate the opportunity to comment at this early stage of project planning. If project plans change such that fish and wildlife habitat may be affected, please recoordinate with our office as soon as possible. If you have any questions about our recommendations, please call (812) 334-4261 x. 207.

Sincerely,
Robin McWilliams Munson

Standard Recommendations:

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

Culverts should span the active stream channel, should be either embedded or a 3-sided or open-arch culvert, and be installed where practicable on an essentially flat slope. When an open-bottomed culvert or arch is used in a stream, which has a good natural bottom substrate, such as gravel, cobbles and boulders, the existing substrate should be left undisturbed beneath the culvert to provide natural habitat for the aquatic community.
3. Restrict channel work and vegetation clearing to the minimum necessary for installation of the stream crossing structure.
4. Minimize the extent of hard armor (riprap) in bank stabilization by using bioengineering techniques

whenever possible. If rip rap is utilized for bank stabilization, extend it below low-water elevation to provide aquatic habitat.

5. Implement temporary erosion and sediment control methods within areas of disturbed soil. All disturbed soil areas upon project completion will be vegetated following INDOT's standard specifications.

6. Avoid all work within the inundated part of the stream channel (in perennial streams and larger intermittent streams) during the fish spawning season (April 1 through June 30), except for work within sealed structures such as caissons or cofferdams that were installed prior to the spawning season. No equipment shall be operated below Ordinary High Water Mark during this time unless the machinery is within the caissons or on the cofferdams.

7. Evaluate wildlife crossings under bridge/culverts projects in appropriate situations. Suitable crossings include flat areas below bridge abutments with suitable ground cover, high water shelves in culverts, amphibian tunnels and diversion fencing.

Robin McWilliams Munson

U.S. Fish and Wildlife Service
620 South Walker Street
Bloomington, Indiana 46403
812-334-4261 x. 207 Fax: 812-334-4273

Monday, Tuesday - 7:30a-3:00p
Wednesday, Thursday - telework 8:30a-3:00p

On Tue, Feb 19, 2019 at 12:33 PM Ellen Hogrebe <ehogrebe@cmtengr.com> wrote:

Dear Interested Party,

The Town of Clarksville, Indiana intends to proceed with a project involving Riverside Drive in Clarksville, Clark County, Indiana (INDOT Des. No. 1700725). Please see the attached letter, which is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. We will incorporate your comments into a study of the project's environmental impacts.

If you have any questions or concerns regarding this matter, please feel free to contact me at 314-571-9103 or via e-mail. Thank you for your assistance, and we look forward to your response.

Thank you,

ELLEN HOGREBE | Environmental Scientist



Crawford, Murphy & Tilly | Engineers & Consultants

8790 Purdue Road | Indianapolis, IN 46268

w 314.571.9103 | m 419.350.1271 | f 314.436.0723 | ehogrebe@cmtengr.com

☐ ☐ ☐ *Centered in Value*

March 5, 2019

Nick Batta
Crawford, Murphy & Tilly, Inc.
8790 Purdue Road
Indianapolis, Indiana 46268

Dear Mr. Batta:

The proposed project to make improvements to Riverside Drive in Clarksville, Clark County, Indiana (Des No. 1700725), as referred to in your letter received February 19, 2019, will not cause a conversion of prime farmland.

If you need additional information, please contact Daniel Phillips at 317-295-5871.

Sincerely,

JERRY RAYNOR
State Conservationist



Alexandra Zelles

From: Dennis, Matt A CIV USARMY CELRL (US) <Matt.A.Dennis@usace.army.mil>
Sent: Tuesday, October 15, 2019 11:35 AM
To: Alexandra Zelles
Cc: Ellen Hogrebe; Nick Batta
Subject: RE: Early Coordination Letter Follow-up: Riverside Drive Improvements (Des. 1700725)

Alex,

It appears that authorization may be required from the U.S. Army Corps of Engineers Regulatory and Engineering Division for the proposed project. Any impacts to "Water of the U.S." will likely require authorization from the Regulatory Division and an ENG4345 Department of the Army Permit Application should be submitted to this office for review. You can find this form and additional information regarding the Regulatory program on our website at <https://nam11.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.lrl.usace.army.mil%2FMissions%2FRegulatory.aspx&data=01%7C01%7Cazelles%40cmtengr.com%7C9dfdabb520314d09084b08d7518db861%7Cb837cea6fc4a45b4bbd7c6d3b1216fdd%7C0&sdata=MYoauY0hxXqNvddJciyG%2BPYgbRgUQPt2Gt4oLobYbZk%3D&reserve=0>. Additionally, the levee is a USACE civil works project, and if the proposal builds upon, alters, improves, moves, or occupies an existing USACE civil works projects, then the project should be reviewed by the Louisville District Engineering Division. As a general rule, any work within 50 feet from the project must have USACE review. More information on the Section 408 process may be found on our website at <https://nam11.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.lrl.usace.army.mil%2FMissions%2FCivil-Works%2FLevee-Safety%2FAlterations%2F&data=01%7C01%7Cazelles%40cmtengr.com%7C9dfdabb520314d09084b08d7518db861%7Cb837cea6fc4a45b4bbd7c6d3b1216fdd%7C0&sdata=y2OcrK6leDcEoScrv9PvaixBPuqXq%2BremIormEK0om4%3D&reserved=0>. Please let us know if you have any further question on the permitting process.

Matt Dennis
Senior Project Manager

U.S. Army Engineer District
Louisville District Corps of Engineers
Attn:CELRL-RDS-Matt Dennis, Rm 752
P.O. Box 59
Louisville Kentucky 40201-0059
Phone: 502-315-6689
Fax:502-315-6677

-----Original Message-----

From: McKay, Gregory A CIV USARMY CELRL (US)
Sent: Tuesday, October 15, 2019 11:23 AM
To: Dennis, Matt A CIV USARMY CELRL (US) <Matt.A.Dennis@usace.army.mil>
Subject: FW: Early Coordination Letter Follow-up: Riverside Drive Improvements (Des. 1700725)

Matt,

The attached request appears it may need Sec 408 coordination. Can you please respond or forward to appropriate office?

Thanks,

Greg

-----Original Message-----

From: Alexandra Zelles [mailto:azelles@cmtengr.com]

Sent: Friday, October 11, 2019 4:14 PM

To: McKay, Gregory A CIV USARMY CELRL (US) <Gregory.A.McKay@usace.army.mil>

Cc: Ellen Hogrebe <ehogrebe@cmtengr.com>; Nick Batta <nbatta@cmtengr.com>

Subject: [Non-DoD Source] Early Coordination Letter Follow-up: Riverside Drive Improvements (Des. 1700725)

Hello Mr. McKay,

We are following up to an early coordination letter (attached) that was sent to you by CMT on February 19, 2019 in regards to the above referenced project. We did not receive a response from you; however, we would like to request a response regarding the levee wall that is located just north of the project area along Riverside Drive in Clarksville, Clark Co., IN. Although we are not physically impacting the levee wall, we will be conducting work close to it in some places. Does the USACE have any comment on construction and/or working near the levee wall?

Thank you for your time,

Alex

ALEXANDRA ZELLES | Environmental Scientist

<Blockedhttp://www.cmtengr.com/it_public_resources/images/email/cmt_logo_sm.png>

Crawford, Murphy & Tilly | Engineers & Consultants

8790 Purdue Road | Indianapolis, IN 46268 w 630.907.7072 | m 630.632.5859 | f 317.298.4503 | azelles@cmtengr.com

<Blocked<https://www.linkedin.com/company/crawford-murphy-&-tilly-inc>>

<Blocked<https://www.facebook.com/cmtengineers>> <Blocked<https://twitter.com/cmtengineering>> Centered in Value



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N955
Indianapolis, Indiana 46204

PHONE: (317) 232-1477
FAX: (317) 232-1499

Eric Holcomb, Governor
Joe McGuinness, Commissioner

April 24, 2019

Mr. Nick Batta, Project Manager
Crawford, Murphy & Tilly
8790 Purdue Road
Indianapolis, IN 46268

Subject: Early Coordination Review (Des. No. 1700725)

Dear Mr. Batta,

In response to your request on April 15, 2019 for early coordination review of a project involving Riverside Drive in Clarksville, Clark County, Indiana; the Indiana Department of Transportation, Office of Aviation has reviewed the information and provides the following:

Are there any existing or proposed public-use airports within 5 nautical miles of the project limits (IC 8-21-10-6)?

The Holiday Inn Lakeview Heliport is located approximately 0.7 nautical miles north of the proposed project corridor.

Will an Indiana Tall Structure permit (IC 8-21-10-3-a) and/or Noise Sensitive (IC 8-21-10-3-b) permit be required?

Based upon the provided information, an Indiana Tall Structure permit would not be required unless the project involves the construction of a temporary (e.g., crane) or permanent structure that penetrates a 25:1 slope from the nearest point of the Holiday Inn Lakeview Heliport landing pad.

For any questions related to Indiana Tall Structure and/or Noise Sensitive permitting, please contact James Kinder at (317) 232-1485 or jkinder2@indot.in.gov.

Sincerely,

Adam French, MPA
Chief Airport Inspector, Office of Aviation
Indiana Department of Transportation

From: Wright, Mary <MWRIGHT@indot.IN.gov>
Sent: Tuesday, February 19, 2019 1:05 PM
To: Ellen Hoglebe
Subject: RE: Early Coordination Letter: Riverside Dr. #1700725

Early Coordination and Creating a Public Involvement Plan (PIP)

We have received your early coordination notification packet for the above referenced project(s). Our office prefers to be notified at the early coordination stage in order to encourage early and ongoing public involvement aside from the specific legal requirements as outlined in our Public Involvement Manual <http://www.in.gov/indot/2366.htm>. Seeking the public's understanding of transportation improvement projects early in the project development stage can allow the opportunity for the public to express their concerns, comments, and to seek buy-in. Early coordination is the perfect opportunity to examine the proposed project and its impacts to the community along with the many ways and or tools to inform the public of the improvements and seek engagement. A good public involvement plan, or PIP, should consider the type, scope, impacts, and the level of public awareness that should, or could, be implemented. In other words, although there are cases where no public involvement is legally required, sometimes it is simply the right thing to do in order to keep the public informed.

The public involvement office is always available to provide support and resources to bolster any public involvement activities you may wish to implement or discuss. Please feel free to contact our office anytime should you have any questions or concerns. Thank you for notifying our office about your proposed project. We trust you will not only analyze the appropriate public involvement required, but also consider the opportunity to do go above and beyond those requirements in creating a good PIP.

Rickie Clark, Manager
100 North Senate Avenue, Room N642
Indianapolis, IN 46204
Phone: 317-232-6601
Email: rclark@indot.in.gov

Mary Wright, Hearing Examiner
Phone: 317-234-0796
Email: mwright@indot.in.gov

From: Ellen Hoglebe [mailto:ehoglebe@cmtengr.com]
Sent: Tuesday, February 19, 2019 12:37 PM
To: Clark, Rickie <RCLARK@indot.IN.gov>
Cc: Wright, Mary <MWRIGHT@indot.IN.gov>
Subject: Early Coordination Letter: Riverside Dr. #1700725

Dear Interested Party,

The Town of Clarksville, Indiana intends to proceed with a project involving Riverside Drive in Clarksville, Clark County, Indiana (INDOT Des. No. 1700725). Please see the attached letter, which is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. We will incorporate your comments into a study of the project's environmental impacts.

If you have any questions or concerns regarding this matter, please feel free to contact me at 314-571-9103 or via e-mail. Thank you for your assistance, and we look forward to your response.

Thank you,

ELLEN HOGREBE | Environmental Scientist



Crawford, Murphy & Tilly | Engineers & Consultants

8790 Purdue Road | Indianapolis, IN 46268

w 314.571.9103 | m 419.350.1271 | f 314.436.0723 | ehogrebe@cmtengr.com



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

DNR #: ER-21289

Request Received: February 19, 2019

Requestor: Crawford Murphy and Tilly Inc
Nick Batta
8790 Purdue Road
Indianapolis, IN 46268-6128

Project: Riverside Drive reconstruction and new multi-use path connecting to existing Ohio River Greenway, from US 31 to second parking lot of Ashland Park, Town of Clarksville; Des #1700725, CMT #180701-02

County/Site info: Clark

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

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

Regulatory Assessment: This proposal will require the formal approval for construction in a floodway under the Flood Control Act, IC 14-28-1. Please submit a copy of this letter with the permit application.

Natural Heritage Database: The Natural Heritage Program's data have been checked. Falls of the Ohio State Park is located just west of the project area. Also, the species below have been documented within 1/2 mile of the project area.

1. Bousfield's spring amphipod (*Gammarus bousfieldi*), state endangered
2. Weingartner's Cave Flatworm (*Sphalloplana weingartneri*), state watch list
3. Kirtland's Snake (*Clonophis kirtlandii*), state endangered

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

A) Kirtland's Snake:

To minimize potential impacts to the Kirtland's snake, we recommend installing an entrenched silt fence around the work area, where feasible.

B) Floodway Landscaping:

The information submitted indicates tree plantings which are not detailed in terms of species to be used. The Division recommends using native plants for any landscaping/plantings in the floodway. The permit application submittal should include plan sheets with legends included and any special provisions relating to landscaping (woody and herbaceous plants).

C) Bank Stabilization:

Any disturbed streambanks and slopes should be stabilized using bioengineered bank stabilization methods. Minimize the use of riprap and use alternative erosion protection materials whenever possible. Where riprap must be used, we recommend placing only enough riprap to provide stream bank toe protection, such as from the toe of the bank up to the ordinary high water mark (OHWM). The banks above the OHWM must be restored, stabilized, and revegetated using geotextiles and a mixture of grasses,

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

sedges, wildflowers, shrubs, and trees native to the area and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion.

While hard armoring alone (e.g. riprap or glacial stone) may be needed in certain instances, soft armoring and bioengineering techniques should be considered first. In many instances, one or more methods are necessary to increase the likelihood of vegetation establishment. Combining vegetation with most bank stabilization methods can provide additional bank protection and help reduce impacts upon fish and wildlife. If hard armoring is needed, wildlife passage can be facilitated by using a smooth-surfaced armoring material instead of riprap, such as articulated concrete block mats, fabric-formed concrete mats, or other similar smooth-surfaced material.

Information about bioengineering techniques can be found at <http://www.in.gov/legislative/iac/20120404-IR-312120154NRA.xml.pdf>. Also, the following is a USDA/NRCS document that outlines many different bioengineering techniques for streambank stabilization: <http://directives.sc.egov.usda.gov/17553.wba>.

D) Riparian Habitat:

Impacts to the Ohio River's forested riparian corridor should be avoided to the extent possible. We recommend a mitigation plan be developed (and submitted with the permit application) for any unavoidable habitat impacts that will occur. The DNR's Floodway Habitat Mitigation guidelines (and plant lists) can be found online at: <http://www.in.gov/legislative/iac/20190130-IR-312190041NRA.xml.pdf>.

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

A native riparian forest mitigation plan should use at least 5 canopy trees and 5 understory trees or shrubs selected from the Woody Riparian Vegetation list or an approved equal. A native riparian forest mitigation plan for impacts of less than one acre in an urban area may involve fewer numbers of species, depending on the level of impact. Additionally, a native herbaceous seed mixture should be planted consisting of at least 10 species of grasses, sedges, and wildflowers selected from the Herbaceous Riparian Vegetation list or an approved equal.

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

E) Trail Guidelines:

The following is a basic list of recommendations from IDNR Division of Fish and Wildlife to consider when planning trails to minimize impacts to fish, wildlife, and botanical resources.

1. Place the trail in or adjacent to existing right-of-ways where possible to minimize significant impacts to natural resource habitat. Also, utilize previously disturbed or degraded areas. Align the trail along or near existing man-made edges or areas that have the potential to be restored or enhanced by trail construction (i.e. railroad corridors), rather than routing the trail through previously undisturbed areas.
2. When designing or constructing a trail, disturb as narrow an area as possible to help

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

minimize negative impacts. Where significant impacts to fish, wildlife or botanical resources are likely due to the trail's width, reduce the width to help avoid those impacts. ADA accessibility standards allow departures from the standards under certain conditions, including substantial harm to natural features, habitat, or vegetation (see <http://www.access-board.gov/attachments/article/1500/outdoor-rule.pdf>, Accessibility Guidelines for Outdoor Developed Areas).

3. Do not focus only on the direct impact of the trail's width; also consider the trail's impact to the surrounding habitat. Trails can fragment larger habitat areas and reduce the overall usefulness of the site to fish, wildlife, or botanical resources (1 large habitat block is better than 2 small habitat blocks). Trails can cause significant impacts to forested areas, riparian forested corridors along creeks and rivers, and wetland areas. They also may cause sediment and erosion issues or introduce human disturbance into fairly isolated areas containing wildlife habitat.

4. 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.

5. 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.

6. Avoid elements identified in the Natural Heritage Database; trails may negatively affect species that require specific natural conditions (vegetation, light levels, moisture, etc.) that are altered as a result of trail construction. Rare and high quality habitats, and wildlife habitats that possess high wildlife abundance and diversity, should be avoided by placing the trail around the habitat and screening it from the trail and trail users with a buffer of native vegetation or another method as discussed below. Wetlands and karst features are but two examples of areas to avoid.

7. 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.

8. 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.

9. Lighting should only be used when absolutely necessary. Lighting in forested areas and along creeks, streams, and rivers should be the lowest intensity feasible and shielded to cast light on the path and not diffused into the surroundings to avoid disturbing wildlife circadian rhythms and disorienting night-migrating birds.

10. 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.

11. 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

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

the asphalt trail surface. In previously disturbed areas, concrete is an acceptable surface material, and porous concrete is preferred wherever it can be used.

12. 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.

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

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

1. Revegetate all bare and disturbed areas in the floodway with a mixture of native grasses, sedges, wildflowers, and also native hardwood trees and shrubs if any woody plants are disturbed during construction as soon as possible upon completion. Do not use any varieties of Tall Fescue or other non-native plants, including prohibited invasive species (see 312 IAC 18-3-25).
2. Minimize and contain within the project limits inchannel disturbance and the clearing of trees and brush.
3. Do not work in the waterway from April 1 through June 30 without the prior written approval of the Division of Fish and Wildlife.
4. Do not cut any trees suitable for Indiana bat or Northern Long-eared bat roosting (greater than 5 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30.
5. Plant native hardwood trees along the top of the bank and right-of-way to replace the vegetation destroyed during construction.
6. Post "Do Not Mow or Spray" signs along the right-of-way.
7. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the stream or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.
8. Seed and protect all disturbed streambanks and slopes not protected by other methods that are 3:1 or steeper with erosion control blankets that are heavy-duty, biodegradable, and net free or that use loose-woven / Leno-woven netting to minimize the entrapment and snaring of small-bodied wildlife such as snakes and turtles (follow manufacturer's recommendations for selection and installation); seed and apply mulch on all other disturbed areas.

Contact Staff:

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



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

Date: March 21, 2019



Indiana Department of Environmental Management

We Protect Hoosiers and Our Environment.

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

Town of Clarksville
Dylan Fisher
2000 Broadway
Clarksville, IN 47129
Date

Crawford, Murphy, & Tilly
Nick Batta
8790 Purdue Rd.
Indianapolis, IN 46268

To Engineers and Consultants Proposing Roadway Construction Projects:

RE: The proposed project is located along Riverside Dr. at the intersection of W Market St. in the town of Clarksville, Clark County, Indiana. The proposed improvements include the reconstruction of Riverside Drive. This project will provide a multi-use path separated from traffic to complete the Town's portion of the Ohio River Greenway, provide pedestrians with ADA-compliant walking areas that connect to existing sidewalks in the area, and upgrade the pavement and drainage to provide an extended service life. The Ohio River Greenway is a multi-use trail, connecting Jeffersonville, Clarksville and New Albany. The project will widen the roadway to the south to accommodate a new typical cross section consisting of two travel lanes, on-street parking on both sides of the roadway, curbs, sidewalk, planting zones, and a twelve foot above-grade two-way bicycle path within the right-of-way on the south side of the roadway.

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

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

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

WATER AND BIOTIC QUALITY

1. Section 404 of the Clean Water Act requires that you obtain a permit from the U.S. Army Corps of Engineers (USACE) before discharging dredged or fill materials into any wetlands or other waters, such as rivers, lakes, streams, and ditches. Other activities regulated include the relocation, channelization, widening, or

other such alteration of a stream, and the mechanical clearing (use of heavy construction equipment) of wetlands. Thus, as a project owner or sponsor, it is your responsibility to ensure that no wetlands are disturbed without the proper permit. Although you may initially refer to the U.S. Fish and Wildlife Service National Wetland Inventory maps as a means of identifying potential areas of concern, please be mindful that those maps do not depict jurisdictional wetlands regulated by the USACE or the Department of Environmental Management. A valid jurisdictional wetlands determination can only be made by the USACE, using the 1987 Wetland Delineation Manual.

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

Much of northern Indiana (Newton, Lake, Porter, LaPorte, St. Joseph, Elkhart, LaGrange, Steuben, and Dekalb counties; large portions of Jasper, Starke, Marshall, Noble, Allen, and Adams counties; and lesser portions of Benton, White, Pulaski, Kosciusko, and Wells counties) is served by the USACE District Office in Detroit (313-226-6812). The central and southern portions of the state (large portions of Benton, White, Pulaski, Kosciusko, and Wells counties; smaller portions of Jasper, Starke, Marshall, Noble, Allen, and Adams counties; and all other Indiana counties located in north-central, central, and southern Indiana) are served by the USACE Louisville District Office (502-315-6733).

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

2. In the event a Section 404 wetlands permit is required from the USACE, you also must obtain a Section 401 Water Quality Certification from the IDEM Office of Water Quality Wetlands Program. To learn more about the Wetlands Program, visit: <http://www.in.gov/idem/4384.htm> (<http://www.in.gov/idem/4384.htm>).
3. If the USACE determines that a wetland or other water body is isolated and not subject to Clean Water Act regulation, it is still regulated by the state of Indiana. A State Isolated Wetland permit from IDEM's Office of Water Quality (OWQ) is required for any activity that results in the discharge of dredged or fill materials into isolated wetlands. To learn more about isolated wetlands, contact the OWQ Wetlands Program at 317-233-8488.
4. If your project will involve over a 0.5 acre of wetland impact, stream relocation, or other large-scale alterations to water bodies such as the creation of a dam or a water diversion, you should seek additional input from the OWQ Wetlands Program staff. Consult the Web at: <http://www.in.gov/idem/4384.htm> (<http://www.in.gov/idem/4384.htm>) for the appropriate staff contact to further discuss your project.
5. Work within the one-hundred year floodway of a given water body is regulated by the Department of Natural Resources, Division of Water. The Division issues permits for activities regulated under the follow statutes:
 - IC 14-26-2 Lakes Preservation Act 312 IAC 11
 - IC 14-26-5 Lowering of Ten Acre Lakes Act No related code
 - IC 14-28-1 Flood Control Act 310 IAC 6-1

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

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

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

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

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

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

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

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

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

construction activities are available from the Soil and Water Conservation District (SWCD) offices in each county or from IDEM.

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

AIR QUALITY

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

5. Ensure that asphalt paving plants are permitted and operate properly. The use of cutback asphalt, or asphalt emulsion containing more than seven percent (7%) oil distillate, is prohibited during the months April through October. See 326 IAC 8-5-2 , Asphalt Paving Rule (<http://www.ai.org/legislative/iac/T03260/A00080.PDF> (<http://www.ai.org/legislative/iac/T03260/A00080.PDF>)).
6. If your project involves the construction of a new source of air emissions or the modification of an existing source of air emissions or air pollution control equipment, it will need to be reviewed by the IDEM Office of Air Quality (OAQ). A registration or permit may be required under 326 IAC 2 (View at: www.ai.org/legislative/iac/t03260/a00020.pdf (<http://www.ai.org/legislative/iac/t03260/a00020.pdf>)). New sources that use or emit hazardous air pollutants may be subject to Section 112 of the Clean Air Act and corresponding state air regulations governing hazardous air pollutants.
7. For more information on air permits visit: <http://www.in.gov/idem/4223.htm> (<http://www.in.gov/idem/4223.htm>), or to initiate the IDEM air permitting process, please contact the Office of Air Quality Permit Reviewer of the Day at (317) 233-0178 or OAMPROD at adem.state.in.us.

LAND QUALITY

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

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

FINAL REMARKS

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

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

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

Signature(s) of the Applicant

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

Project Description

The proposed project is located along Riverside Dr. at the intersection of W Market St. in the town of Clarksville, Clark County, Indiana. The proposed improvements include the reconstruction of Riverside Drive. This project will provide a multi-use path separated from traffic to complete the Town's portion of the Ohio River Greenway, provide pedestrians with ADA-compliant walking areas that connect to existing sidewalks in the area, and upgrade the pavement and drainage to provide an extended service life. The Ohio River Greenway is a multi-use trail, connecting Jeffersonville, Clarksville and New Albany. The project will widen the roadway to the south to accommodate a new typical cross section consisting of two travel lanes, on-street parking on both sides of the roadway, curbs, sidewalk, planting zones, and a twelve foot above-grade two-way bicycle path within the right-of-way on the south side of the roadway.

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

Date: 3/1/19

Signature of the INDOT

Project Engineer or Other Responsible Agent



Dylan Fisher

Date: 2/26/19

Signature of the

For Hire Consultant



Nick Batta

Organization and Project Information

Project ID: 180701-02
Des. ID: 1700725
Project Title: Riverside Drive Improvements
Name of Organization: Crawford, Murphy, & Tilly
Requested by: Nick Batta

Environmental Assessment Report

1. Geological Hazards:
 - Moderate liquefaction potential
 - Floodway
2. Mineral Resources:
 - Bedrock Resource: High Potential
 - Sand and Gravel Resource: High Potential
3. Active or abandoned mineral resources extraction sites:
 - None documented in the area

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

DISCLAIMER:

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

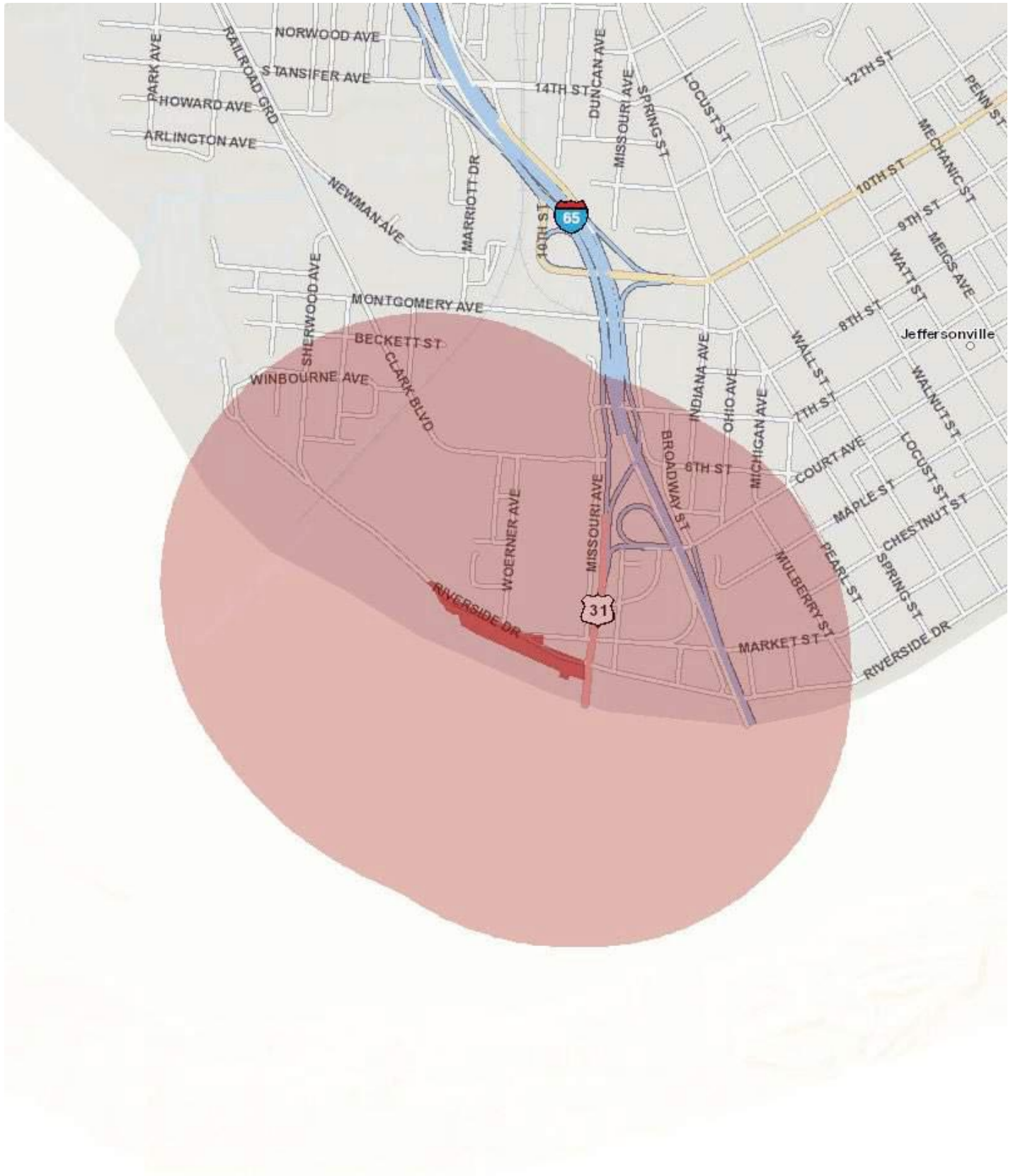
This information was furnished by Indiana Geological Survey

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

Email: IGSEnvir@indiana.edu

Phone: 812 855-7428

Date: February 19, 2019



Metadata:

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

From: Jacob Arbital
To: [Ellen Hoglebe](#)
Subject: RE: Early Coordination Letter: Riverside Dr. #1700725
Date: Friday, February 22, 2019 1:10:14 PM

Ms. Hoglebe,

I have reviewed your email and attached letter, and I am generally familiar with the scope of this project. I support this project, and cannot perceive any resulting adverse effects.

Sincerely,

Jacob

Jacob D. Arbital
Planning Director
Town of Clarksville
(812) 283-1415
2000 Broadway Street
Suite 234
Clarksville, IN 47129

From: Ellen Hoglebe <ehoglebe@cmtengr.com>
Sent: Tuesday, February 19, 2019 1:00 PM
To: Jacob Arbital <JArbital@townofclarksville.com>
Subject: Early Coordination Letter: Riverside Dr. #1700725

Dear Interested Party,

The Town of Clarksville, Indiana intends to proceed with a project involving Riverside Drive in Clarksville, Clark County, Indiana (INDOT Des. No. 1700725). Please see the attached letter, which is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. We will incorporate your comments into a study of the project's environmental impacts.

If you have any questions or concerns regarding this matter, please feel free to contact me at 314-571-9103 or via e-mail. Thank you for your assistance, and we look forward to your response.

Thank you,

ELLEN HOGLEBE | Environmental Scientist

|

From: David Blankenbeker
To: [Ellen Hogrebe](#)
Subject: Re: Early Coordination Letter: Riverside Dr. #1700725
Date: Friday, February 22, 2019 9:43:16 AM

Ms. Hogrebe,

As County Surveyor, I have no role in environmental issues. However, I did not on your project description, some corrections that should be made that relate to my knowledge. The property outlined is stated to be in Clark County Grant, Section 1. This is not correct and also is confusing. The Clark County grants are 500 acres with lines that run parallel and perpendicular to the Ohio River at Jeffersonville, and do not conform to the later Congressional Section, Township, Range system, which are one mile square with lines running north-south and east-west. So the term Section 1, is not correct. That should be Grant 1. In addition, only the eastern most tip of the area is within Survey 1 of the Illinois Grant to Clark County. The vast majority of the area is located in the original Town of Clarksville, which was 1000 acres surveyed out prior to the grants and sections. So simply put, I would change the last sentence in the Project Description to read ".....Quadrangle and within Survey 1 of the Illinois Grant to Clark County and within the original Town of Clarksville.

I hope this is of some help to you even though it is not what you asked about.

If I can be of any further assistance, please let me know.

Thanks

David R. Blankenbeker, PLS
Clark County Surveyor

On Tue, Feb 19, 2019 at 12:54 PM Ellen Hogrebe <ehogrebe@cmtengr.com> wrote:

Dear Interested Party,

The Town of Clarksville, Indiana intends to proceed with a project involving Riverside Drive in Clarksville, Clark County, Indiana (INDOT Des. No. 1700725). Please see the attached letter, which is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. We will incorporate your comments into a study of the project's environmental impacts.

If you have any questions or concerns regarding this matter, please feel free to contact me at 314-571-9103 or via e-mail. Thank you for your assistance, and we look forward to your response.

Thank you,

ELLEN HOGREBE | Environmental Scientist



Crawford, Murphy & Tilly | Engineers & Consultants

8790 Purdue Road | Indianapolis, IN 46268

w 314.571.9103 | m 419.350.1271 | f 314.436.0723 | ehogrebe@cmtengr.com

☐ ☐ ☐ *Centered in Value*

--

David R. Blankenbaker, PLS

dblankenbaker1@gmail.com

Blankenbaker and Son Land Surveyors Inc., P.C.

618 E. Court Avenue

Jeffersonville, IN. 47130

[812 282 4183](tel:8122824183)

Alexandra Zelles

From: Tom Clevidence <TClevidence@townofclarksville.com>
Sent: Thursday, December 19, 2019 10:06 AM
To: Alexandra Zelles
Cc: Brad Cummings; Dylan Fisher
Subject: RE: Early Coordination Letter Follow-up: Riverside Drive Improvements (Des. 1700725)
Attachments: Riverside Comments.pdf; Application for Improvement Location Permit.pdf; REV Division 130 - Floodplain Overlay Regulations.pdf; Guide to Development in the floodplain.pdf

Ms. Zelles,

I have attached a comments letter and also a copy of the Town's disturbance permit application, development guide, and floodplain ordinance for your convenience. As stated in the letter, if I can be of any assistance with this project please don't hesitate to contact me.

Thomas L. Clevidence, CFM, CPESC, CPMSM
MS4 and Floodplain Administrator
Town of Clarksville, Indiana

From: Alexandra Zelles <azelles@cmtengr.com>
Sent: Wednesday, December 18, 2019 5:23 PM
To: Tom Clevidence <TClevidence@townofclarksville.com>
Cc: Nick Batta <nbatta@cmtengr.com>
Subject: Early Coordination Letter Follow-up: Riverside Drive Improvements (Des. 1700725)

Hello Mr. Clevidence,

You received a copy of an early coordination letter (attached) from CMT on February 19, 2019 in regards to the above referenced project for comment as the MS4 coordinator. We did not receive a response from you.

We would like to follow-up with you as the Floodplain Coordinator for the Town of Clarksville to provide you the opportunity to provide initial comment and respond to the project as it relates to potential impact to the floodplain. We will incorporate your comments into a study of the project's environmental impacts.

If you have any questions or concerns regarding this matter, please feel free to contact me at 630-907-7072 or via e-mail. Thank you for your assistance, and we look forward to your response.

Thank you and Happy Holidays,

ALEXANDRA ZELLES | Environmental Scientist



Crawford, Murphy & Tilly | Engineers & Consultants

8790 Purdue Road | Indianapolis, IN 46268

w 630.907.7072 | m 630.632.5859 | f 317.298.4503 | azelles@cmtengr.com



Centered in Value

CLARKSVILLE PUBLIC WORKS DEPARTMENT

107 Roy Cole Drive
Clarksville, Indiana 47129
(812) 283-8233

December 19, 2019

Ms. Alexandra Zelles
Crawford, Murphy & Tilly
8790 Purdue Road
Indianapolis, IN 46268

RE: Comments concerning
Riverside Drive Improvements
Clark County Indiana
INDOT Des. No.: 1700725
CMT Project. No.: 180701-02

Ms. Zelles,

I'm sorry for not commenting on this project earlier I am afraid that the previous notice may have gone to my spam folder and been deleted by accident. I do have the following comments concerning work in the floodplain for this proposed project most of which I am sure you are already aware of.

- This entire project is located in the Floodway of the Ohio River and will require Disturbance permits from the USACE, IDNR, Town of Clarksville, and City of Jeffersonville.
- Clarksville's and Jeffersonville's floodplain ordinances are not identical so there may be conflicts between them.
- Clarksville is a CRS Community and as such, our Floodplain Ordinance requires a 1 to 1 mitigation for any fill placed within the Floodway or Flood Fringe areas.

If you have any questions concerning the above comments or need any additional assistance please don't hesitate to contact me at:

Respectfully,



Thomas L. Clevidence, CFM, CPESC, CPMSM
107 Roy Cole Drive,
Clarksville, IN. 47129
(812) 283-8233 Ext. 101
televidence@townofclarksville.com



August 17, 2018

Michael Seals
Indiana American Water Co.
555 E County Line Road Suite 201
Greenwood, IN 46143

Subject: Initial Notice of Proposed Improvement Project Des. No. 1700725

Dear Michael:

Our firm has been assigned the task of utility coordination for the project referenced above by the Indiana Department of Transportation. In accordance with 105 IAC 13-3-1(c), this letter serves as your initial notice of the proposed improvement project Des. No. 1700725 on Riverside Drive in Clarksville, Indiana.

In accordance with 105 IAC 13-3-1(c), the following information is provided. The dates listed in items (4) and (5) below are the currently scheduled dates.

- | | |
|---|---|
| (1) Name or route number: | Riverside Dr |
| (2) Geographical limits: | From the town limits to about 1400' to the west |
| (3) General description of work: | Road Reconstruction |
| (4) Date approved work plan will be needed: | February 2, 2021 |
| (5) Ready for contracts date: | June 2, 2021 |
| (6) Name of designer and contact information: | CMT |
| (7) Major or minor project: | Major |

In accordance with 105 IAC 13-3-1(d), within 30 days after receiving the initial notice, the utility shall respond in writing with a:

- (1) Description of the type and location of its facilities within the geographical limits of the proposed improvement project; or
- (2) If the utility has determined to the best of their abilities that they do not have facilities within the geographical limits of the improvement project; complete, sign, and return Page 1 of the attached Work Plan. A master work plan and project map can be found at the following link: [Riverside Dr Utility files](#)

Additionally, please provide us the name, telephone number, postal address and email address of the person selected as your designated contact for this project to expedite future communications. We will contact Indiana 811 and request locates for this project prior to our survey. If you would prefer to provide us location information by some other method please contact this office to discuss.

Please send your response to Kenny Franklin, 317-492-91880, 317-590-8763, 8790 Purdue Road, Indianapolis, IN 46268, kfranklin@cmtengr.com. Thank you for your attention to these matters.

Sincerely;

Kenny Franklin
Utility Coordinator

Cc: Nick Batta
File

Note: Duplicate plans were included in the initial notice letter, but were intentionally removed. Please see Appendix B for preliminary plans.



Sample Utility Verification Letter
Utility verification sent to the following:
AT&T, CenturyLink, City of Jeffersonville,
Town of Clarksville, Duke Engery, IAW,
Insight, Marathon, MCI, and Vectren.

September 26, 2018

Rebecca Ashack
Indiana American Water Co.
153 N Emerson
Greenwood, IN 46143

Subject: Request Verification of Existing Facilities for Project Des. No. 1700725

Dear Rebecca:

Our firm has been assigned the task of utility coordination for the project referenced above by the Town of Clarksville. In accordance with 105 IAC 13-3-1(c), this letter serves as your Verification notice of the proposed improvement project Des. No. 1700725 on Riverside Drive in Clarksville, Indiana.

In accordance with 105 IAC 13-3-1(c), the following information is provided. The dates listed in items (4) and (5) below are the currently scheduled dates.

(1) Name or route number:	Riverside Dr
(2) Geographical limits:	From the town limits to about 1400' to the west
(3) General description of work:	Road Reconstruction
(4) Date approved work plan will be needed:	2-Feb-21
(5) Ready for contracts date:	2-Jun-21
(6) Name of designer and contact information:	CMT, Nick Batta, nbatta@cmtengr.com
(7) Major or minor project:	Major

In accordance with 105 IAC 13-3-2(a), we are sending you a copy of the plan sheets that show all existing facilities known to the department that are within the right of way or geographical limits of the proposed improvement project.



In accordance with 105 IAC 13-3-2(b) each utility shall do the following within (30) days of receiving the plan sheets:

- (1) Review the accuracy of the plan as to the location of its existing facilities
- (2) Declare in writing to the department whether the information is accurate or inaccurate.
- (3) Detail in writing to the department any inaccuracies in the information.

One way to correct inaccuracies is to send back the enclosed plans with corrections clearly marked on the plans. Please include a cover letter so we can identify the utility providing the corrections.

Please send your response to Kenny Franklin, 8790 Purdue Road, Indianapolis, IN 46268, 317-492-9180, kfranklin@cmtengr.com. Thank you for your attention to these matters.

Sincerely;

Kenny Franklin
Utility Coordinator

Cc: Nick Batta
File

Note: Duplicate plans were included in the initial notice letter, but were intentionally removed. Please see Appendix B for preliminary plans.

May 14, 2019

Rebecca Ashack
Indiana American Water Co.
153 N Emerson
Greenwood, IN 46143

Subject: Request Conflict Analysis for Project No. 1700725

Dear Rebecca;

In an effort to fully coordinate we are sending you preliminary plans for proposed project Des. No. 1700725 on Riverside Dr. in Clarksville, Indiana. Please review the plans and identify any conflicts between your facilities and the proposed project. These conflicts could be in terms of substantiated industry requirements, spatial location, constructability, or maintenance.

The dates listed in items (4) and (5) below are the currently scheduled dates.

- | | |
|---|---|
| (1) Name or route number: | Riverside Dr. |
| (2) Geographical limits: | From the town limits to about 1400' to the west |
| (3) General description of work: | Road Reconstruction |
| (4) Date approved work plan will be needed: | 2/2/21 |
| (5) Ready for contracts date: | 6/2/21 |
| (6) Name of designer and contact information: | CMT, Nick Batta, nbatta@cmtengr.com |
| (7) Major or minor project: | Major |

In accordance with 105 IAC 13-3-3(a), after receiving the preliminary project plans, each utility shall do the following:

- (1) Review the preliminary plans.
- (2) Declare in writing to the department whether there are or are not conflicts between its facilities and the improvement project.
- (3) Detail in writing to the department any conflicts between its facilities and the proposed improvement project within:
 - (A) thirty (30) days for minor projects; or
 - (B) sixty (60) days for major projects.**

In the event of conflicts, the utility may make recommend design changes for the improvement project to avoid or minimize utility impacts. The department will review the recommended changes and implement the changes where appropriate.

We are not requesting a utility relocation plan or a work plan at this time. This notice is given so that the utility has an opportunity to inform us of potential conflicts with our project, so we can minimize impacts as we move forward with our design.

Where your facilities exist on private property by virtue of a compensable property interest, the cost of preliminary engineering expenses are eligible for reimbursement. If you are eligible for reimbursement, contact me for authorization prior to incurring any expenses. The use of a consultant to provide review of these plans or preliminary engineering must also be authorized before incurring expenses. Cost incurred prior to written authorization will not be reimbursed.

Please send your response to Nick Batta at nbatta@cmtengr.com . Thank you for your attention to these matters.

Sincerely;



Nick Batta
Project Manager / Utility Coordinator

Cc: File

Note: Duplicate plans were included in the initial notice letter, but were intentionally removed. Please see Appendix B for preliminary plans.

November 4, 2019

Ohio River Greenway Commission
315 Southern Indiana Avenue
Jeffersonville, IN 47130

Re: Section 4(f) Transportation Enhancement to the Ohio River Greenway – Town of Clarksville’s Riverside Drive Improvement Project

Dear Commission Members,

Purpose of the Letter: The Town of Clarksville has programmed a project that will improve Riverside Drive. Due to the use of federal funds, the proposed transportation project is subject to the requirements of Section 4(f) of the *Department of Transportation (DOT) Act of 1966*, which affords protection to publicly-owned parks, recreation areas, and wildlife and waterfowl refuges. The purpose of this correspondence is to document that the Official with Jurisdiction (in this case, you) concurs with the measures to minimize harm and the assessment of impacts to the Ohio River Greenway. Your concurrence is critical to the project moving forward and will be reviewed by INDOT.

Project Description: The project will start on the east side of the parking lot at Ashland Park (located approximately 0.16 mile west from the intersection of Riverside Drive and Woerner Avenue) and will extend east to the Clarksville town limits. See Exhibit 1 for the approximate project limits in red. The project will include the reconstruction of the existing Riverside Drive to provide on-street parallel parking, curbs and storm sewer, sidewalks and a 10-foot-wide cycle track. The proposed cycle track will complete Clarksville’s portion of the Ohio River Greenway.

Ohio River Greenway:

Existing Conditions: According to the Ohio River Greenway mapping (see Exhibit 2), the portion of the multi-use path within the project limits is noted as a “shared-use path” with the Riverside Drive traffic lanes. However, there currently are no pavement markings or signage to indicate as such, and it is assumed bicyclists share the roadway with vehicles. Also, where the shared-use segment connects to the separated trail in Ashland Park, there is currently a vertical curb without a bicycle-safe ramp.

Project Proposal: Due to the narrow existing pavement, relatively low traffic volumes, and fairly extensive storm sewer work required, Riverside Drive will be closed to through traffic and detoured. Therefore, the Ohio River Greenway will be temporarily detoured as well from Ashland Park east to the town limits during construction. The project will also include crosswalk enhancements at Riverside/Woerner so the Clarksville Heritage Trail safely connects to the Ohio River Greenway (see Exhibits 3 and 4). The Clarksville Heritage Trail connector segment to the Ohio River Greenway will be temporarily detoured away from this intersection during construction.

The following measures to minimize harm will be incorporated into the plans as plan notes and as environmental commitments in the NEPA document:

- Appropriate detour signage will be installed to alert users of construction activities
- The contractor will coordinate with the Ohio River Greenway Commission regarding the schedule for the detour of the Greenway between Ashland Park and the City of Jeffersonville
- The staging and/or storage of construction equipment will not take place outside proposed construction limits.

In accordance with 23 CFR 774.13(g), the proposed project appears to constitute a **transportation enhancement** of the Ohio River Greenway 4(f) property, based on the following assessment:

- The use of the 4(f) property will preserve and enhance the Ohio River Greenway and the activities, features and attributes that qualifies the trail for Section 4(f) protection by constructing a designated multi-use paved path to connect the Falls of the Ohio section to the Jeffersonville Section of the Ohio River Greenway
- The official with jurisdiction (OWJ) (Ohio River Greenway Commission) agrees with this determination [pending your agreement and response to this letter]

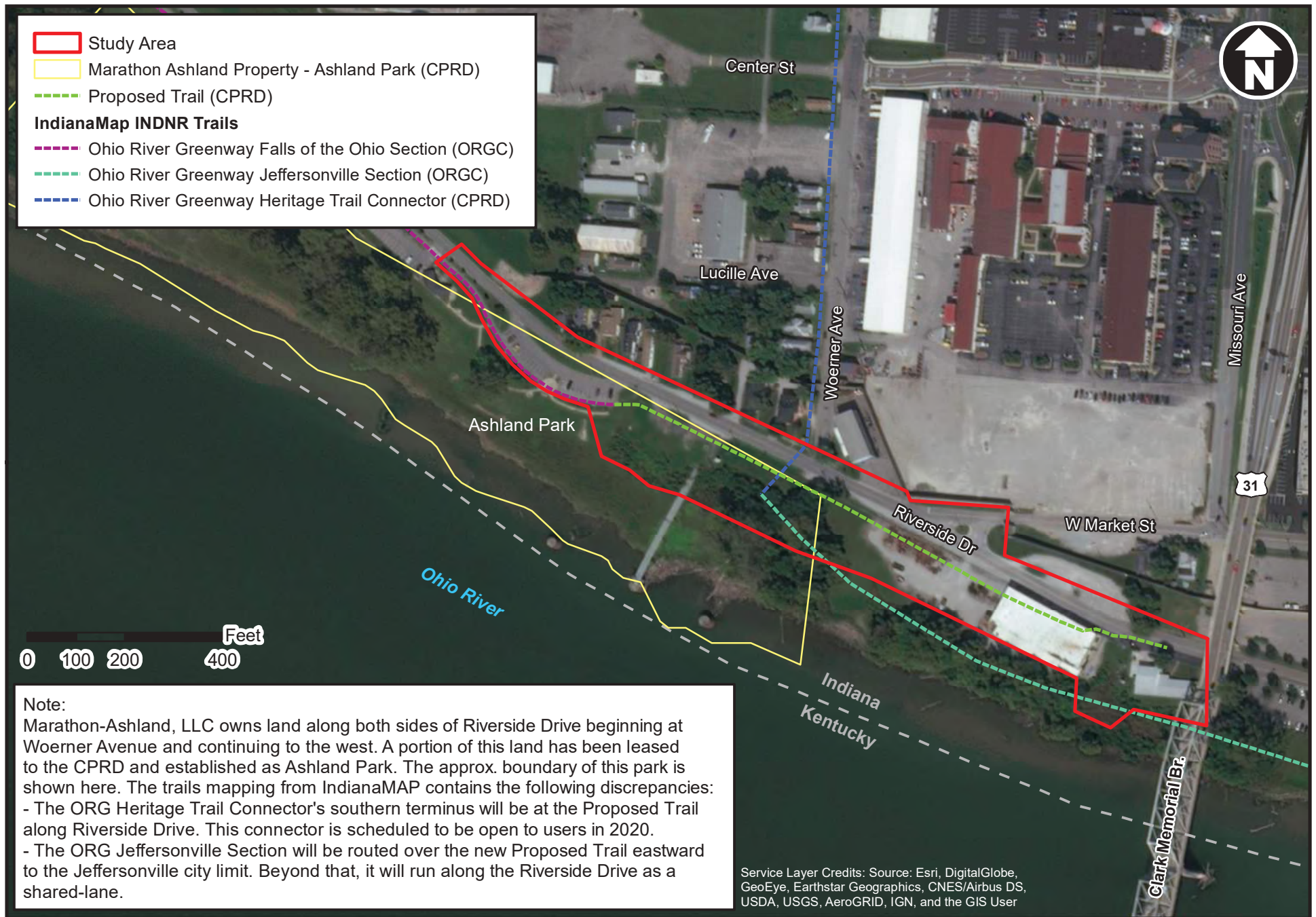
Conclusion: Based on the scope of the proposed project and type of work, there will be no permanent interference with or adverse effects to the recreational activities, features and/or attributes associated with the Ohio River Greenway.

If you concur with the measures to minimize harm and the assessment of impacts in regard to the proposed project, please indicate as such by **responding accordingly to this letter no later than fourteen (14) days from the date of this letter.**

Thank you for your time and cooperation on this matter. If you have questions and/or concerns, please feel free to contact Dylan Fisher, Redevelopment Director at dfisher@townofclarksville.com, 812-283-1407.



Dylan W. Fisher
Town of Clarksville



Riverside Drive Improvements (Des No. 1700725) - Clarksville, Clark Co., IN

Section 4(f) Resources

C-41



Figure 4. Clarksville Trail System

GASKELL PARK

Gaskell Park is located on approximately 2 acres of land located on Briarwood Drive, near the intersection of Briarwood Drive and Altawood Drive. It services the Blackiston Heights neighborhood, and provides picnic tables, updated playground equipment, and a basketball court.

GATEWAY PARK

Gateway Park is Clarksville's newest park, opened on May 3, 2016. The park features an adventure playground with multiple pieces of unique and interactive playground equipment, splash pad (open seasonally), shelter house, restrooms, an event lawn, and a covered stage area. Clarksville's Outdoor Concert and Movie Series takes place in Gateway Park during the summer months. A new event was also recently begun at Gateway Park, called Comedy in the Park, where local comedians entertain the audience with jokes that are family friendly.

Gateway Park is also home to the Clarksville Youth Baseball/Softball complex. This beautiful seven field complex opened in April of 2009, and is home to the Clarksville Youth Baseball/Softball League. Among the seven fields is a state-of-the-art "Challenger Field," which is for children with physical and/or mental disabilities. The spectator portion of the complex features a large concession facility, as well as several covered seating areas.

The park also features a half-mile walking path with fitness equipment, which surrounds the complex. There are two playgrounds on the property for families with young children to enjoy, as well as a shelter house for picnics.

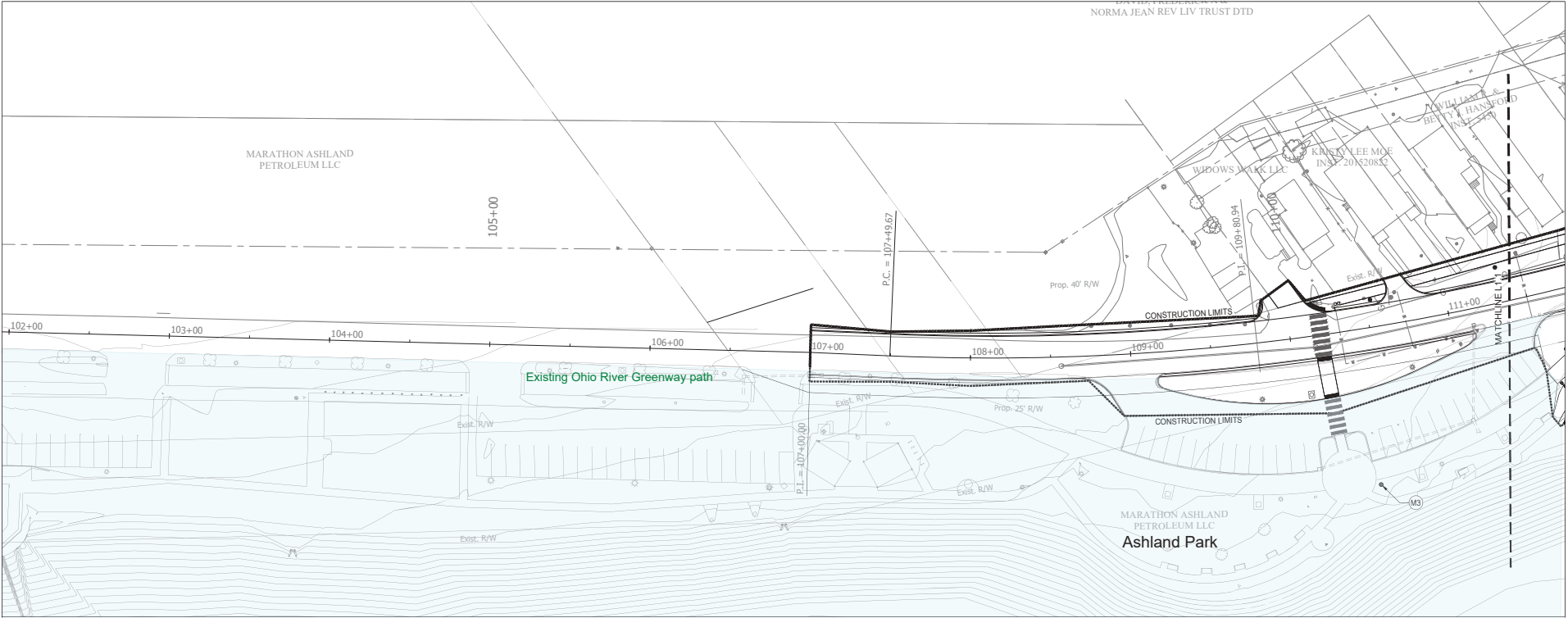
HERITAGE TRAIL

The 2.7-mile Heritage Trail links the residential heart of Clarksville, Indiana, with its growing trail system and two local parks. It creates a loop with the Levee Trail, and also has a connection to the future Central Trail, which will be located along an abandoned portion of the CSX railroad. It begins at Ashland Park, at the south end of Woerner Avenue, and ends at the north end of the Clarksville Wastewater Treatment Plant, near Brown Station Way. Parking is located in Ashland Park.

LAPPING PARK

This 332-acre park holds Wooded View Golf Course, an 18-hole course and driving range, as well as a softball complex and other recreational opportunities. The softball complex faces Potters Lane and houses two softball fields, a concession stand, restrooms and ample parking. The entrance to Lapping Park is located at the junction of Potters Lane and Greentree Boulevard North. Besides the golf course, the park boasts walking trails, an 18-hole disc golf course, one basketball court, two horseshoe pits, volleyball space, two shelter houses, an amphitheater, and Endris Lodge.

The amphitheater and two shelter houses are also available for rent and are suitable for weddings, church services or other outdoor activities. Endris Lodge can also be rented for wedding receptions, parties or business meetings. Picnic tables and a grill are outside the lodge and provide for additional capacity.



STRIPING & SIGNAGE LEGEND

M1	⊕	BICYCLE FACILITY STOP SIGN
M2	⊞	BICYCLE/PEDESTRIAN KEEP LEFT/RIGHT SIGN
M3	⊙	BIKE YIELD TO PEDESTRIAN SIGN
M4	🚲	SHARED LANE MARKING
M5		PLACEHOLDER

Existing Functional Area of Ashland Park



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Engineers and Consultants
8790 PURDUE ROAD
INDIANAPOLIS, IN 46268-6128
PHONE: (317) 298-4500

NOT FOR
CONSTRUCTION

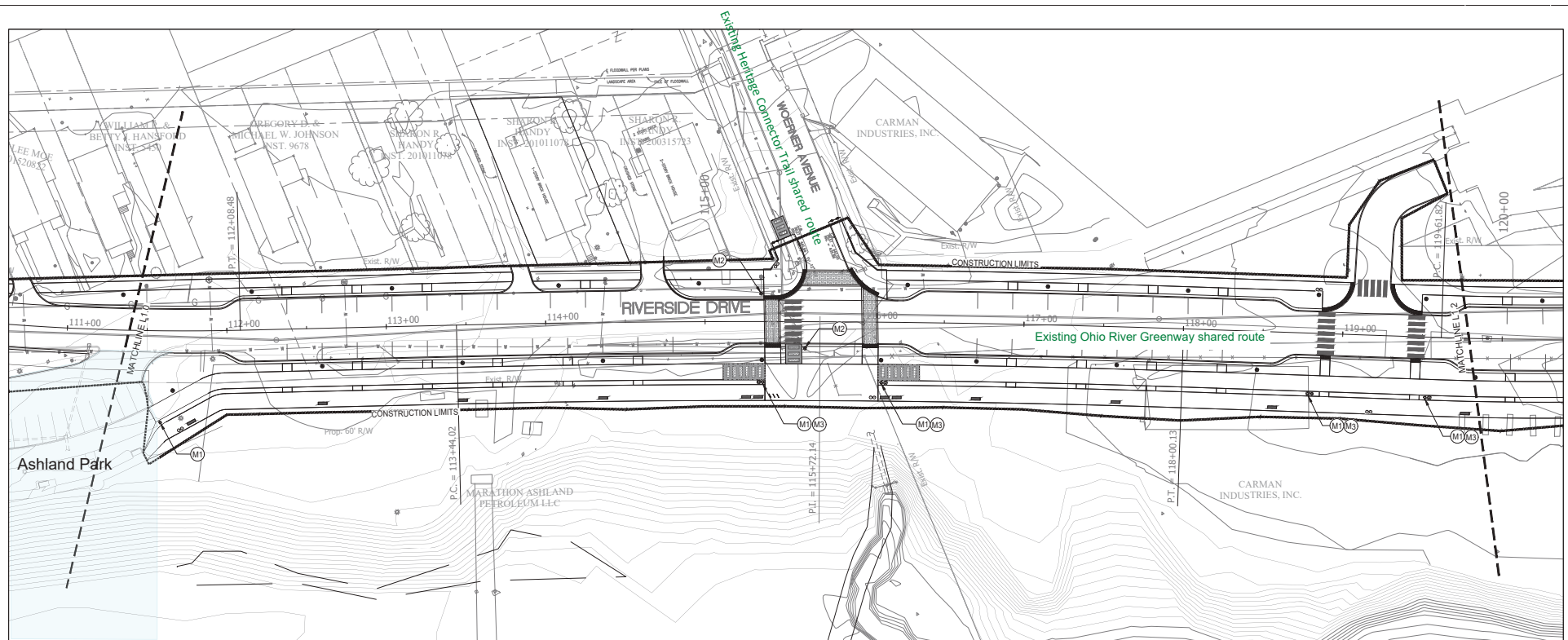
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	4/8/2019	DATE
DESIGNED: JB	4/8/2019	DRAWN: JB	4/8/2019
CHECKED: BD	4/8/2019	CHECKED: BD	4/8/2019

TOWN OF CLARKSVILLE

SIGNAGE AND STRIPING PLAN
RIVERSIDE DRIVE

HORIZONTAL SCALE	BRIDGE FILE
1" = 30'	N/A
VERTICAL SCALE	DESIGNATION
N/A	N/A
SURVEY BOOK	SHEETS
N/A	1 of 1
CONTRACT	PROJECT
TBD	TBD

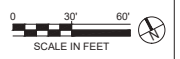
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STRIPING & SIGNAGE LEGEND

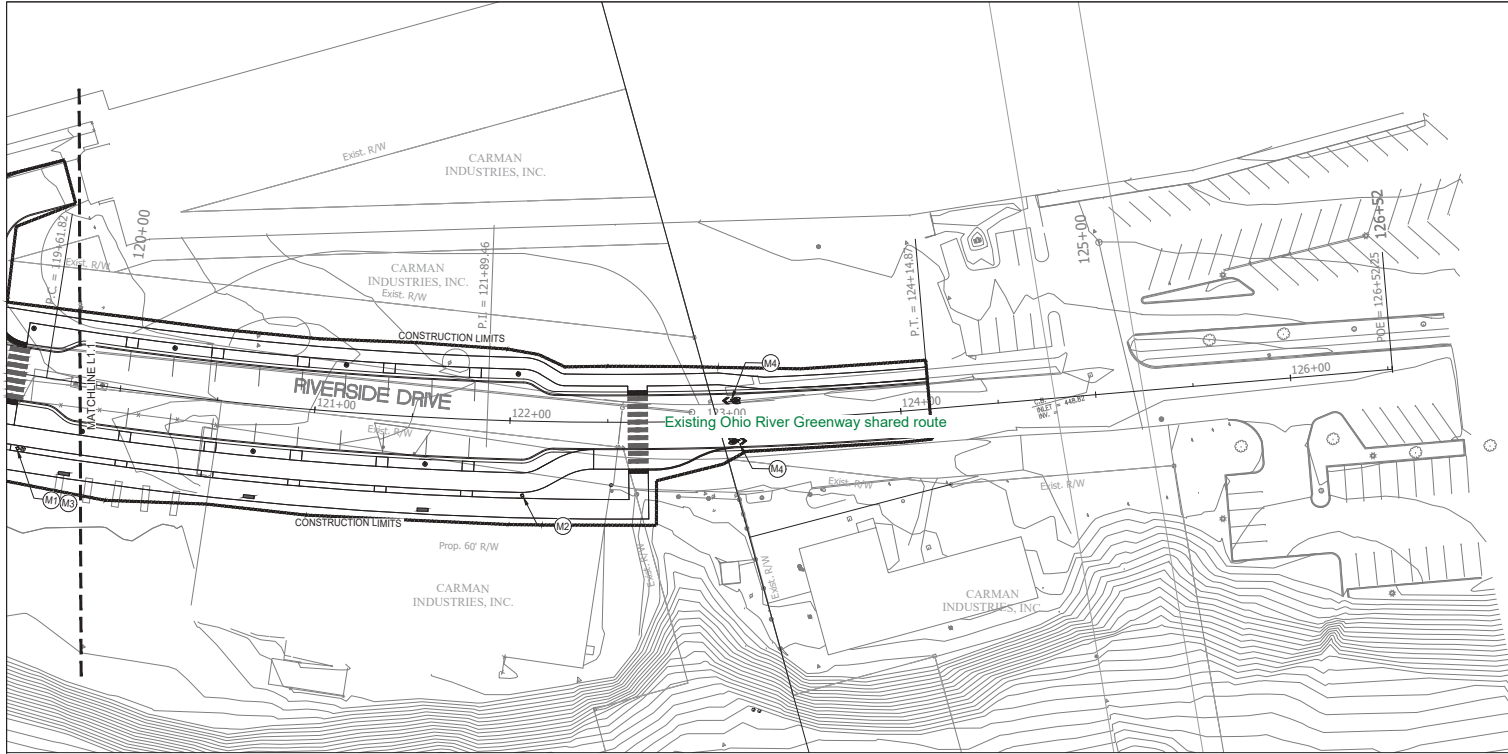
M1		BICYCLE FACILITY STOP SIGN
M2		BICYCLE/PEDESTRIAN KEEP LEFT/RIGHT SIGN
M3		BIKE YIELD TO PEDESTRIAN SIGN
M4		SHARED LANE MARKING
M5		PLACEHOLDER

Existing Functional Area of Ashland Park



 Engineers and Consultants 8790 PURDUE ROAD INDIANAPOLIS, IN 46268-6128 PHONE: (317) 298-4500	NOT FOR CONSTRUCTION	RECOMMENDED FOR APPROVAL _____ DATE: 4/8/2019	TOWN OF CLARKSVILLE	HORIZONTAL SCALE 1" = 30'	BRIDGE FILE N/A
		DESIGNED: JB 4/8/2019 DRAWN: JB 4/8/2019		VERTICAL SCALE N/A	DESIGNATION H18901
CHECKED: BD 4/8/2019 CHECKED: BD 4/8/2019				SIGNAGE AND STRIPING PLAN RIVERSIDE DRIVE	SURVEY BOOK N/A
				CONTRACT TBD	SHEETS 1 of 1
					PROJECT TBD

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STRIPING & SIGNAGE LEGEND

(M1)	⊕	BICYCLE FACILITY STOP SIGN
(M2)	⊞	BICYCLE/PEDESTRIAN KEEP LEFT/RIGHT SIGN
(M3)	⊙	BIKE YIELD TO PEDESTRIAN SIGN
(M4)	🚲➡	SHARED LANE MARKING
(M5)		PLACEHOLDER



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Engineers and Consultants
8790 PURDUE ROAD
INDIANAPOLIS, IN 46268-6128
PHONE: (317) 298-4500

NOT FOR
CONSTRUCTION

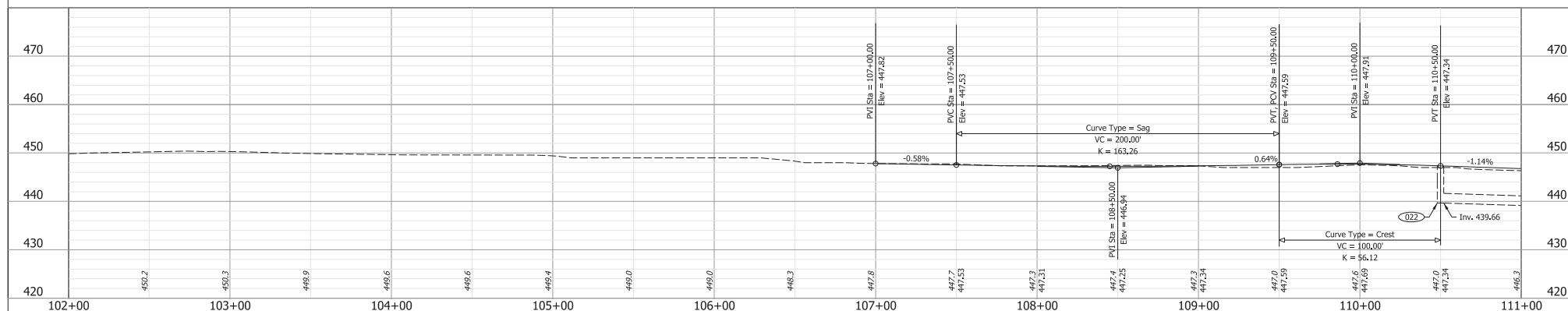
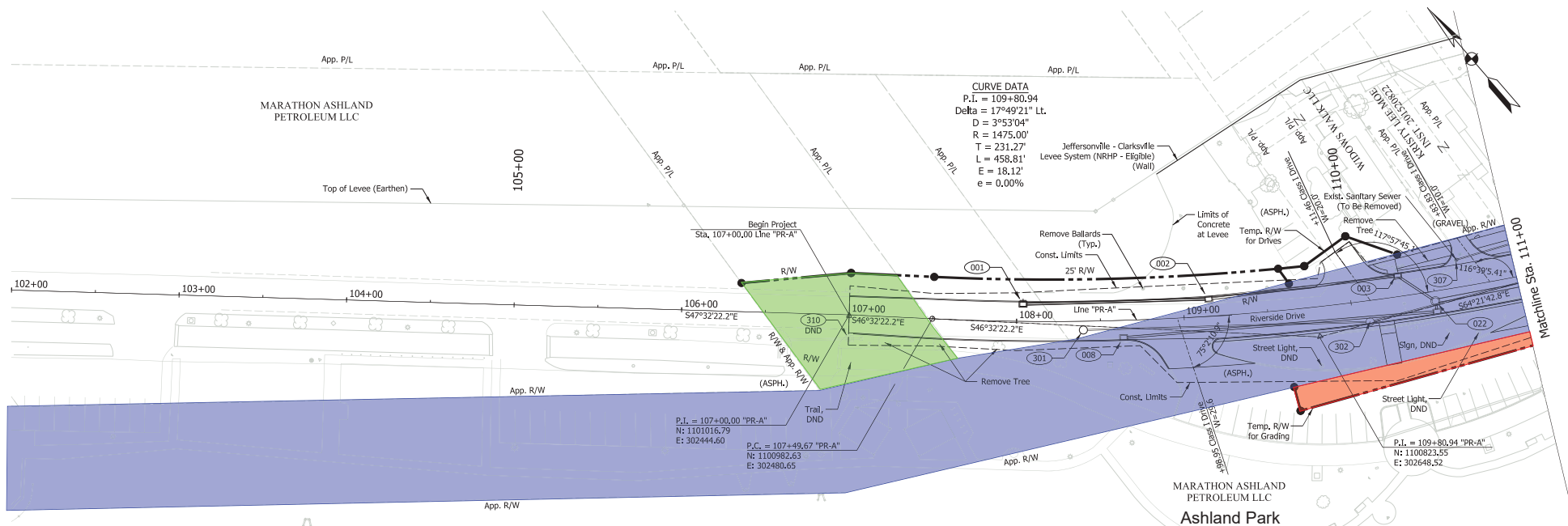
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	4/8/2019	DATE
DESIGNED: JB	4/8/2019	DRAWN: JB	4/8/2019
CHECKED: BD	4/8/2019	CHECKED: BD	4/8/2019




TOWN OF CLARKSVILLE

SIGNAGE AND STRIPING PLAN
RIVERSIDE DRIVE

HORIZONTAL SCALE	BRIDGE FILE
1" = 30'	N/A
VERTICAL SCALE	DESIGNATION
N/A	H18901
SURVEY BOOK	SHEETS
N/A	1 of 1
CONTRACT	PROJECT
TBD	TBD

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-  Existing R/W
 Permanent R/W from Marathon Ashland
 Temporary R/W from Marathon Ashland



8790 PURDUE ROAD
INDIANAPOLIS, IN 46268-6128
PHONE: (317) 298-4500

RECOMMENDED FOR APPROVAL		DESIGN ENGINEER	5/2/2019
DESIGNED: NDH	5/2/2019	DRAWN: NDH	5/2/2019
CHECKED: LNB	5/2/2019	CHECKED: LNB	5/2/2019

TOWN OF CLARKSVILLE

PLAN AND PROFILE RIVERSIDE DRIVE

	HORIZONTAL SCALE	BRIDGE FILE		
	1" = 30'	N/A		
	VERTICAL SCALE	DESIGNATION		
	1" = 3'	1700725		
	SURVEY BOOK	SHEETS		
	N/A	9	of	36
	CONTRACT	PROJECT		
	1700725	1700725		