

CATEGORICAL EXCLUSION LEVEL 1 FORM**Date:** January 27, 2020 **Initial Version** **Additional Information to CE Level 1 Dated:** _____**Purpose of this document:** CE Level 1 documentation for exempted projects State-funded categorical exemption documentation**Approval CE Level 1 or State-Funded CE:** _____Environmental Scoping Manager or
Environmental Policy Manager

Date

Release for Public Involvement**Certification of Public Involvement**

01-27-2020

ESM/ES Initials

Date

Office of Public Involvement

Date

PROJECT INFORMATION			
County, Route	Delaware County, SR 3/SR 67/US 35 Muncie Bypass	Des Number	1801461
Purpose and Need:	<p>The Indiana Department of Transportation (INDOT) has identified the need to address the high run off road (ROR) crash count on the SR 3/SR 67/US 35 (US 35 Muncie Bypass). There is a high incidence of right hand crashes with injuries at the Meeker Avenue intersection and there is a high incidence of median crossing accidents along this portion of US 35.</p> <p>The purpose of the project is improve safety along US 35 Muncie Bypass and reduce the crash rates at the Meeker Avenue intersection.</p>		
Project Description:	<p>The Federal Highway Administration (FHWA) and INDOT, Greenfield District propose to proceed with a new cable barrier project. The project is located along the US 35 Muncie Bypass from SR 3 to SR 32. The project area is located in Sections 12, 13, 23, 24, 26, 34, and 35 in Township 20 North and Range 10 East as seen on the U.S. Geological Survey (USGS) 7.5' Muncie East, Indiana topographic quadrangle.</p> <p><u>Existing Conditions:</u></p> <p>US 35 is classified as an 'other principal arterial' divided highway with two 12 feet wide travel lanes in each direction with 9 feet 11 inches outside shoulders and variable width inside shoulders and a variable width open grass covered median. The posted speed limit is 55 mph in the project area. The intersection of Meeker Ave and US 35 is a full access intersection within the project limits and there are several gravel covered cross-overs along this section of US 35.</p> <p>The project is located in a suburban setting with commercial and residential properties surrounding.</p> <p><u>Preferred Alternative:</u></p>		

<p>The preferred alternative of the proposed project is to install a new high tension cable barrier system in the grassed median to prevent median crossings along the entire portion of US 35 from SR 3 to SR 32. The Meeker Ave intersection will be converted to a right-in, right-out intersection and the asphalt crossover at this intersection will be removed. The left turn lanes along US 35 will be removed and the cable barrier will be extended through the former crossover location to prevent left turns from US 35 to Meeker Ave. The cable barrier will extend through all existing gravel covered crossovers preventing the future use of them as turnaround or U-turn locations. In addition, one new asphalt covered crossover will be built approximately 2 miles north of SR 3 for emergency vehicles. Two hundred feet long deceleration and taper lanes will be constructed on the inside shoulders on either side of the new crossover. Underdrains will need to be placed under the deceleration/taper lanes to divert ground water away from the new pavement and a 15 inch small culvert will be placed under the crossover to perpetuate drainage through the area. All work will occur within existing INDOT right of way (ROW).</p> <p>The maintenance of traffic (MOT) for the project will require short term lane and shoulder closures. The MOT will be implemented per the Indiana Design Manual guidelines.</p> <p>According to the most recent INDOT State Transportation Improvement Program (STIP) list of projects, the total project cost is estimated to be \$667,102.00 (including \$667,102.00 for construction in FY 2021). The project is currently scheduled for construction in spring of 2021.</p> <p>The preferred alternative satisfies the purpose and need for the project as described above.</p> <p>Please refer to Appendix B for maps depicting the project area (pages 1-4) and the preliminary drawing (page 5-23). Please refer to Appendix F pages 1 for STIP information and page 2 for the TIP.</p>	
Other Alternatives Considered:	No Build Alternative: This alternative would leave the existing structure as is. While this alternative would avoid impacts to surrounding resources and would include no construction costs, the bridge would continue to deteriorate. This would put the structure at risk for catastrophic collapse, posing a safety concern to the motoring public. Because this alternative does not meet the purpose and need of the project, it was dismissed from further consideration.
Project Termini:	Along US 35, from SR 3 to SR 32
Funding Source(s):	<input checked="" type="checkbox"/> Federal <input checked="" type="checkbox"/> State <input type="checkbox"/> Local <input type="checkbox"/> Other Estimated Cost \$662,102.00
Project Sponsor:	Indiana Department of Transportation Project Length 3.87 miles

Name and organization of CE Level 1 Preparer: Jennifer Curry, INDOT at Greenfield District

INDOT ES/District Env. Reviewer Signature: _____ Date: _____

SCOPE OF THE PROPOSED ACTION			
Public Involvement*	No:	Yes: X	Possible:
Comments:	The Meeker Ave intersection will be converted to a right-in, right-out intersection and the asphalt crossover at this intersection will be removed. Because of the change of access in this area, the project meets the minimum requirements described in the current <i>Indiana Department of Transportation (INDOT) Public Involvement Manual</i> which requires the project sponsor to offer the public an opportunity to submit comment and/or request a public hearing. Therefore, a legal notice will appear in a local publication		

SCOPE OF THE PROPOSED ACTION			
	contingent upon the release of this document for public involvement. This document will be revised after the public involvement requirements are fulfilled.		
Right-of-way (permanent and temporary, in acres)	No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>	Possible: <input type="checkbox"/>
Comments:	This project will occur within existing right-of-way (ROW). No permanent or temporary ROW will be required for this project.		
Disruption to public facilities/services (such as schools, emergency service)	No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>	Possible: <input type="checkbox"/>
Comments:	<p>Based on a desktop review and the 2017 aerial map of the project area (Appendix B, page 3), there are no public facilities within the 0.5 mile search radius. There are no public facilities within or adjacent to the project area. Access to all properties will be maintained during construction. Therefore, no impacts are expected.</p> <p>The MOT for the project will require short term lane and shoulder closures. The MOT will be implemented per the Indiana Design Manual guidelines.</p> <p>The lane restrictions will pose a temporary inconvenience to traveling motorists (including school buses and emergency services); however, no significant delays are anticipated and all inconveniences will cease upon project completion. The contractor will be responsible for contacting school districts and emergency services in accordance with current INDOT Design Manual and Standard Specifications.</p>		
Involvement with existing bridge(s) (Include structure number(s))	No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>	Possible: <input type="checkbox"/>
Comments:	No INDOT structures will be involved with this project.		

* Limited public involvement, CE-1 level projects will typically have no public hearing opportunity offered.

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Streams, Rivers, and Watercourses Impacted (linear feet)	No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>	Possible: <input type="checkbox"/>
Comments:	<p>Based on a desktop review, a site visit on August 28, 2019 by INDOT Environmental Staff at Greenfield District, the 2017 aerial map of the project area (Appendix B, page 3), there are no streams, rivers, watercourse, jurisdictional ditches, other surface waters within the 0.5 mile search radius. No streams, rivers, watercourses, or jurisdictional ditches are present within or adjacent to the project area, therefore, no impacts are expected.</p> <p>Early coordination letters were sent to the Indiana Department of Natural Resources, Division of Fish and Wildlife (IDNR, DFW) and the U.S. Army Corps of Engineers (USACE) on December 5, 2019. Please refer to Appendix C for an example of the early coordination letter that was sent to agencies (pages 1-3). The USACE did not respond to the early coordination letter. The IDNR, DFW responded on January 2, 2020 with several recommendations to avoid or minimize impacts to fish, wildlife and botanical resources. Since there are no waterways within or adjacent to the project area, there are no applicable waterway recommendations Please refer to Appendix C, pages 4-5 for the IDNR response letter.</p> <p>Although this type of project falls under the category of "Programmatic Coordination" per the U.S. Fish and Wildlife Service (USFWS) Interim Policy for the Review of Highway Transportation Projects in Indiana dated May 29, 2013 (Interim Policy), an early coordination letter was sent to them on December 5, 2019 (Appendix C pages 1-3). The USFWS responded on December 11, 2019 stating that they have no objections to the project as currently proposed. Since there are no waterways within or adjacent to the</p>		

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	<p>project area, there are no applicable waterway recommendations. Please refer to Appendix C, pages 6-7 for the USFWS response letter.</p> <p>An automated letter was generated from the Indiana Department of Environmental Management's (IDEM) website on December 5, 2019 (Appendix C pages 13-21). No applicable recommendations were provided.</p>		
Wetlands (acres)		No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>
Comments:	<p>Based on a review of the National Wetlands Inventory (NWI) online mapper (https://www.fws.gov/wetlands/data/Mapper.html), a site visit on August 28, 2019 by INDOT Environmental Staff at Greenfield District, and the USGS topographic map (Appendix B page 2), no wetlands are located within the 0.5 mile search radius. No wetlands are present within or adjacent to the project area, therefore, no impacts are expected.</p> <p>Early coordination letters were sent to the IDNR, DFW and USACE on December 5, 2019. The USACE did not respond. The IDNR, DFW did not provide any comments regarding wetlands in their response letter dated January 2, 2020. Since there are no wetlands within or adjacent to the project area, there are no applicable waterway recommendations. Please refer to Appendix C for the IDNR, DFW early coordination response letter (pages 4-5).</p> <p>Although this type of project falls under the category of "Programmatic Coordination" per the USFWS Interim Policy, an early coordination letter was sent to them on December 5, 2019 (Appendix C page 1-3). The USFWS responded on December 11, 2019 stating that they have no objections to the project as currently proposed. Since there are no wetlands within or adjacent to the project area, there are no applicable wetland recommendations. Please refer to Appendix C, pages 6-7 for the USFWS response letter.</p> <p>An automated letter was generated from IDEM's website on December 5, 2019 (Appendix C pages 13-21). No applicable recommendations were provided.</p>		
Disturbance of Terrestrial Habitat (acres)		No: <input type="checkbox"/>	Yes: <input type="checkbox"/>
Comments:	<p>Based on a desktop review of the area, a site visit on August 28, 2019 by INDOT Environmental Staff at Greenfield District, USGS topographic map and the 2017 aerial photograph, revealed that the project area is located in a suburban setting with commercial and residential properties surrounding. The extended area around the project area is suburban consisting of commercial and residential properties. The project area mostly consisted of maintained median dominated by mowed grass. Please refer to Appendix B for the USGS topographic map (page 2) and aerial photograph (page 3).</p> <p>Project impacts are limited to the grassed-covered, previously disturbed US 35 median.</p> <p>Early coordination letters were sent to the IDNR, DFW and the USACE on December 5, 2019. Please refer to Appendix C for an example of the early coordination letter that was sent to agencies (pages 1-3). The USACE did not respond to the early coordination letter. The IDNR, DFW responded on January 2, 2020 with several recommendations to avoid or minimize impacts to fish, wildlife and botanical resources. Applicable recommendations include appropriately designed measures for controlling erosion and sediment from leaving the construction site. Please refer to Appendix C pages 4-5 for a response letter.</p> <p>Although this type of project falls under the category of "Programmatic Coordination" per the USFWS Interim Policy, an early coordination letter was sent to them on December 5, 2109 (Appendix C pages 1-3). The USFWS responded on December 11, 2019 stating that they have no objections to the project as currently proposed. Applicable recommendations include implementing temporary erosion and sediment control methods in areas of disturbed soils. Please refer to Appendix C, pages 6-7 for the USFWS response</p>		

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	<p>letter.</p> <p>An automated letter was generated from IDEM's website on December 5, 2019 (Appendix C pages 13-21). Applicable recommendations include erosion and sediment control measures.</p>		
Karst Features	No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>	Possible: <input type="checkbox"/>
Comments:	<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 2), there are no karst features identified within or adjacent to the project area.</p> <p>In the early coordination response, the Indiana Geological Survey (IGS) did not indicate that karst features exist in the project area (Appendix B, page 4) The project was submitted to the Indiana Geological Survey (IGS) via the Environmental Assessment online application form on December 5, 2019. A response was generated on December 5, 2019. The response letter indicated the area has a moderate liquefaction potential and is within a floodway; has high potential for bedrock resources and for sand and gravel resources. Please refer to Appendix C, pages 9-10 for the IGS response letter. No impacts are expected.</p>		
Threatened and Endangered Species	No: <input type="checkbox"/>	Yes: <input type="checkbox"/>	Possible: <input checked="" type="checkbox"/>
Comments:	<p>Based on a desktop review and the RFI report, completed by INDOT Staff at Greenfield District, the IDNR Delaware Endangered, Threatened and Rare (ETR) Species List has been checked and is included in the RFI (Appendix E, pages 9-10). 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 January 2, 2020 (Appendix C, pages 4-5), the Natural Heritage Program's Database has been checked and there are three federal and state endangered mussels, Northern riffleshell, Clubshell and Rayed bean; and two state species of special concern, the American badger and Wavyrayed lampmussel within 0.5 mile of the project area. The response stated the IDNR does not foresee impacts to these species as a result of this project.</p> <p>Project information was submitted through the USFWS's Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C, page 27-32). The project is within range of the federally endangered Indiana bat (<i>Myotis sodalis</i>) and the federally threatened northern long-eared bat (NLEB) (<i>Myotis septentrionalis</i>). No additional species were found within or adjacent to the project area other than the Indiana bat and northern long-eared bat.</p> <p>The project qualifies for the <i>Range-wide Programmatic Informal Consultation for the Indiana bat and northern long-eared bat (NLEB)</i>, 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 4, 2019, and based on the responses provided, the project was found to "Not Likely to Adversely Affect" the Indiana bat and/or the NLEB. No response was received from USFWS within the 14-day review period; therefore, it was concluded they concur with the finding. Avoidance and Mitigation Measures (AMMs) are included as firm commitments in the <i>Environmental Commitments</i> section of this document.</p> <p>An early coordination letter was sent on December 5, 2019 to the MS4 Director, Muncie Bureau of Water Quality. They responded on December 30, 2019 stating that a freshwater mussel survey had been conducted in the summer of 2019 in the White River near the project area. A State Species Concern species was documented upstream of the US 35 bridge area. Ten native species were also found, including two mussel species that are in the process of being listed as Special Concern species. There will be no work in the White River, therefore no impact is expected.</p> <p>This precludes the need for further consultation on this project as required under Section 7 of the</p>		

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Endangered Species Act of 1973, as amended.			
Drinking Water Resources	No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>	Possible: <input type="checkbox"/>
Comments:	<p>The project is located in Delaware 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.</p> <p>The Indiana Department of Environmental Management's Wellhead Proximity Determinator website (http://www.in.gov/idem/cleanwater/pages/wellhead/) was accessed on January 6, 2020 by INDOT staff at Greenfield District. This project is not located within a Wellhead Protection Area or Source Water Area. No impacts are expected.</p> <p>Based on a desktop review of the INDOT MS4 website (https://entapps.indot.in.gov/MS4/) by INDOT staff at Greenfield District on December 5, 2019, this project is located in an Urban Area Boundary (UAB) location. An early coordination letter was sent on December 5, 2019 to the MS4 Director, Muncie Bureau of Water Quality. The MS4 coordinator responded on December 30, 2019 with comments regarding a State Special Concern species near the project area (Appendix C, page 25). No other comments were provided.</p> <p>Based on a desktop review, a site visit on August 28, 2019 by INDOT Environmental Staff at Greenfield District, the 2017 aerial map of the project area (Appendix B, page 3), no public water systems were identified. Therefore, no impacts are expected.</p>		
Flood Plains (note transverse or longitudinal impact)	No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>	Possible: <input type="checkbox"/>
Comments:	<p>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 INDOT staff at Greenfield District on January 6, 2020, this project is located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix B; page 4). This project qualifies as a Category 2 per the current INDOT CE Manual, which states this project will not involve the replacement or modification of any existing drainage structures or the addition of any new drainage structures. As a result, this project will not affect flood heights or floodplain limits. This project will not increase flood risks or damage, and it will not adversely affect existing emergency services or emergency routes; therefore, it has been determined that this encroachment is not substantial.</p>		
Farmland (acres)	No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>	Possible: <input type="checkbox"/>
Comments:	<p>Based on a desktop review and the 2017 aerial map of the project area (Appendix B, page 3), there is no land that meets the definition of farmland under the Farmland Protection Policy Act (FPPA) within 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 December 5, 2019 to Natural Resources Conservation Services (NRCS). The NRCS responded on December 13, 2019 that the project will not cause a conversion of prime farmland (Appendix C, page 8).</p>		
Cultural Resources	No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>	Possible: <input type="checkbox"/>
Comments:	<p>INDOT, acting on behalf of the FHWA, is required to comply with Section 106 of the National Historic Preservation Act of 1966 as amended (Section 106) and its implementing federal regulation, 36 CFR 800. Section 106 and 36 CFR 800 outline a process that requires FHWA and INDOT to evaluate the effects of</p>		

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	<p>undertakings on properties that are listed on or eligible for listing on the National Register of Historic Places (National Register). A Minor Projects Programmatic Agreement (MPPA) between FHWA, the INDOT, the Advisory Council on Historic Preservation, and the Indiana State Historic Preservation Officer was signed on October 12, 2006. This document streamlines the Section 106 process for certain actions that typically have no effect on properties listed on or eligible for listing on the National Register.</p> <p>MPPA category A-2 applies to this project because it meets the following conditions for all work within interchanges and within medians of divided highways in previously disturbed soils.</p>		
Section 4(f) and Section 6(f) Resources		No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>
Comments:	<p>Section 4(f) of the U.S. Department of Transportation Act of 1966 prohibits the use of certain public and historic lands for federally funded transportation facilities unless there is no feasible and prudent alternative. The law applies to significant publicly owned parks, recreation areas, wildlife / waterfowl refuges, and NRHP eligible or listed historic properties regardless of ownership. Lands subject to this law are considered Section 4(f) resources.</p> <p>Based on a desktop review and the 2017 aerial map of the project area (Appendix B, page 2), there are no Section 4(f) resources located within the 0.5 mile search radius. There are no Section 4(f) resources within or adjacent to the project area. Therefore, no use is expected.</p> <p>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 three properties in Delaware County (Appendix G, page 14). 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.</p>		
Air Quality Impacts		No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>
Comments:	<p>This project was included on the INDOT 2020-2024 Statewide Transportation Improvement Program (STIP) on July 2, 2019. The project is located in the Delaware Muncie Planning Organization and was listed the 2020-2024 Delaware Muncie Transportation Improvement Plan (DMTIP). See Appendix F page 1 for the STIP and page 2 for the DMTIP.</p> <p>This project is located in Delaware County, which is currently a maintenance area for Ozone, under the 1997 Ozone 8-hour standard which was revoked in 2015 but is being evaluated for conformity due to the February 16, 2018, South Coast Air Quality Management District V. Environmental Protection Agency, Et. Al. Decision. The project's design concept and scope are accurately reflected in both the Indianapolis Transportation Plan (TP) and the Indianapolis Regional Transportation Improvement Plan (IRTIP) and both conform to the State Implementation Plan (SIP). Therefore, the conformity requirements of 40 CFR 93 have been met.</p> <p>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.</p>		
Community/Economic Impacts		No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>
Comments:	<p>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</p>		

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	<p>added to other past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes such actions.</p> <p>The maintenance of traffic (MOT) for the project will require short term lane and shoulder closures. The MOT will be implemented per the Indiana Design Manual guidelines. This will pose a temporary inconvenience to traveling motorists (including school buses and emergency services); however, no significant delays are anticipated and all inconveniences will cease upon project completion. The contractor will be responsible for contacting school districts and emergency services at least 48 hours prior to construction.</p> <p>Under FHWA Order 6640.23A, FHWA and the project sponsor, as a recipient of funding from FHWA, are responsible to ensure that their programs, policies, and activities do not have a disproportionately high and adverse effect on minority or low-income populations. This project will have no relocations and will require less than 0.5 acre of additional permanent right-of-way; therefore, an EJ analysis is not required per the current INDOT Categorical Exclusion Manual.</p> <p>The project is not anticipated to impact the tax base for the area or result in division of the community. There are no long-term, foreseeable economic impacts from the project.</p> <p>An early coordination letter was sent to the Delaware County Drainage Board, County Council, County Commissioners, County Surveyor, County Highway Department, and County Engineer A response was received on December 12, 2019 from the Delaware County Engineering Department, received on behalf of Larry Bledsoe, Delaware County Council member. Mr. Bledsoe expressed concern on removing the crossover at Meeker Avenue (Appendix C, pages 22-23). A response was received on December 19, 2019 from Delaware County Commissioner Shannon Henry. Her response stated that she has received several comments and concerns regarding the closure of Meeker Avenue and US 35 (Appendix C, page 24). These responses were shared with the INDOT Project Manager.</p>		
Hazardous Materials	No: <input checked="" type="checkbox"/>	Yes:	Possible:
Comments:	<p>Based on a review of GIS and available public records, a RFI was approved on December 4, 2019 by INDOT Site Assessment & Management (Appendix E, pages 1-10). No sites with hazardous material concerns (hazmat sites) or sites involved with regulated substances were identified in or within 0.5 mile of the project area. Further investigation for hazardous material concerns or regulated substances is not required at this time.</p> <p>If a spill occurs or contaminated soils or water are encountered during construction, appropriate personal protective equipment (PPE) will be utilized. Contaminated materials will need to be properly handled and disposed of in accordance with current regulations. IDEM should be notified through the spill line at (888) 233-7745 within 24 hours of discovery of contamination.</p>		
Permits	No: <input checked="" type="checkbox"/>	Yes:	Possible:
Comments:	<p>A USACE Section 404 Permit and IDEM Section 401 Water Quality Certification are not anticipated to be required due to no waterways or wetlands within or adjacent to the project area.</p> <p>An IDEM Rule 5 Notice of Intent is not anticipated because less than one acre of land will be disturbed by the project. The IDNR, DFW determined that under IC 14-28-1 a CIF Permit is not required for this project.</p> <p>In an early coordination letter was sent to the INDOT Department of Aviation on December 5, 2019. A response was received on December 5, 2019 stating that if any object, obstruction, or equipment will exceed 70 feet in height, further coordination with INDOT Aviation will be needed. This is due to the</p>		

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	close proximity of Reese Airport.

ENVIRONMENTAL COMMITMENTS:
<p>Firm Commitments</p> <ol style="list-style-type: none"> 1. If the scope of work or permanent or temporary right-of-way amounts change, INDOT ESD and the INDOT District Environmental Section will be contacted immediately. (INDOT ESD and INDOT Greenfield District) 2. Any work in a wetland area within INDOT's right of way or in borrow/waste areas is prohibited unless specifically allowed in the US Army Corps of Engineers of IDEM permit. (INDOT ESD) 3. If the more than one (1) acre of land surface would be disturbed during this project, a Rule 5 permit must be obtained by the project designer prior to construction. (INDOT). 4. If any object, obstruction, or equipment will exceed 70 feet in height, further coordination with INDOT Aviation will be needed. This is due to the close proximity of Reese Airport. (INDOT Aviation) 5. Ensure all operators, employees, and contractors working in areas known or presumed bat habitat are aware of all FHWA/FTA/FRA (Transportation Agencies) environmental commitments, including all applicable avoidance and minimization measures. (USFWS) 6. Direct all temporary lighting away from suitable bat habitat during the active season. (USFWS)

THE CATEGORICAL EXCLUSION CANNOT BE PROCESSED AS A LEVEL ONE IF YES IS SELECTED FOR ANY OF THE FOLLOWING ITEMS*:		
Formal noise analysis required?	No: <input checked="" type="checkbox"/>	Yes:
Environmental Justice analysis required?	No: <input checked="" type="checkbox"/>	Yes:
Right-of-Way acquisition greater than 0.5 acre?	No: <input checked="" type="checkbox"/>	Yes:
Relocation of residences/businesses/etc.?	No: <input checked="" type="checkbox"/>	Yes:
Added through-traffic lanes?	No: <input checked="" type="checkbox"/>	Yes:
Facility on new location or realignment?	No: <input checked="" type="checkbox"/>	Yes:
Permanent alteration of local traffic pattern?	No: <input checked="" type="checkbox"/>	Yes:
Section 4(f) and Section 6(f) resource impacts?	No: <input checked="" type="checkbox"/>	Yes:
Sole Source Aquifer Groundwater Assessment required?	No: <input checked="" type="checkbox"/>	Yes:
Is the project "Likely to Adversely Affect" Threatened and Endangered Species?	No: <input checked="" type="checkbox"/>	Yes:
Stream impacts greater than 300 linear feet, or work beyond 75 feet from pavement?	No: <input checked="" type="checkbox"/>	Yes:
Wetland impacts greater than 0.1 acre?	No: <input checked="" type="checkbox"/>	Yes:

THE CATEGORICAL EXCLUSION CANNOT BE PROCESSED AS A LEVEL ONE IF YES IS SELECTED FOR ANY OF THE FOLLOWING ITEMS*:

<p>Does the project have historic bridge involvement, or a Section 106 finding of No Adverse Effect / Adverse Effect?</p>	<p>No: X</p>	<p>Yes:</p>
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** Please note, this table is not applicable for state funded CE's.*