

**Indiana Department of Transportation**

County Warren and Tippecanoe

Route SR 26

Des. No. 1400249

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

<b>Road No./County:</b>	Warren and Tippecanoe County, State Road (SR) 26
<b>Designation Number:</b>	Five Designation (Des) Numbers (1400249, 1601105, 1700114, 1600867 and 1800130) (Appendix B, page 19) are bundled for this project under Lead Des. Number 1400249.
<b>Project Description /Termini:</b>	<ul style="list-style-type: none"> <li>• Des 1400249 - SR 26 Road Rehabilitation (3R/4R Standards) from US 41 East Junction to SR 55 West Junction</li> <li>• Des 1601105 – SR 26 Road Rehabilitation/HMA Overlay Minor Structural, from SR 55 West Junction, to 0.33 Mile East of SR 55 East Junction</li> <li>• Des 1700114 - SR 26 Road Rehabilitation/HMA Overlay Minor Structural, from 0.33 Mile East of SR 55 East Junction, to 8.57 Miles East of SR 55 (Warren/Tippecanoe County Line)</li> <li>• Des 1600867 – SR 26 Small Structure Replacement, 1.45 Miles West of SR 55 North Junction</li> <li>• Des 1800130 – SR 26 Small Structure Replacement, 8.70 miles East of SR 55</li> </ul>

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):

	<b>Categorical Exclusion, Level 2</b> – The proposed action meets the criteria for Categorical Exclusion Manual Level 2 - table 1, CE Level Thresholds. Required Signatories: ESM (Environmental Scoping Manager)
<b>X</b>	<b>Categorical Exclusion, Level 3</b> – The proposed action meets the criteria for Categorical Exclusion Manual Level 3 - table 1, CE Level Thresholds. Required Signatories: ESM, ES (Environmental Services Division)
	<b>Categorical Exclusion, Level 4</b> – The proposed action meets the criteria for Categorical Exclusion Manual Level 4 - table 1, CE Level Thresholds. Required Signatories: ESM, ES, FHWA
	<b>Environmental Assessment (EA)</b> – 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**

_____	_____	_____	_____
ESM Signature	Date	ES Signature	Date

_____	_____
FHWA Signature	Date

**Release for Public Involvement**

N/A

_____	_____		_____
ESM Initials	Date	ES Initials	Date

**Certification of Public Involvement** \_\_\_\_\_  
Office of Public Involvement Date

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: \_\_\_\_\_

Name and Organization of CE/EA Preparer: Shannon Bonifacio – Little River Consultants

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Part I - PUBLIC INVOLVEMENT

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

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

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

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

Remarks: Notice of Entry letters were mailed to potentially affected property owners near the project area on November 4, 2018... To meet the public involvement requirements of Section 106, a legal notice of FHWA's finding of "No Adverse Effect" was published in the Review Republican on March 25, 2021... The project will meet the minimum requirements described in the current Indiana Department of Transportation (INDOT) Public Involvement Manual...

Public Controversy on Environmental Grounds Will the project involve substantial controversy concerning community and/or natural resource impacts? Yes No X

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: INDOT INDOT District: Crawfordsville
Local Name of the Facility: SR 26

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

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

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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)

This project is needed to address the deteriorated pavement, insufficient shoulders, and deteriorated or insufficient structures at stream crossings along the 15.7-mile segment of SR 26 between US 41 and 0.15 mile east of the Warren/Tippecanoe County Line. The current pavement has transverse cracking, rutting, and fatigue. In areas that lack shoulders, the pavement edge is deteriorated from runoffs and use by large equipment. During planting and harvesting seasons, a large amount of agricultural equipment utilizes SR 26. Insufficient shoulders prevent farming equipment from being able to pull off to allow passing motorists. They also lead to a poor line of sight for passing vehicles that reduces safety for motorists. Additionally, two structures (CV 026-086-14.19 and CV 026-079-24.58) are currently rated as a 4 out of 9 (poor condition), due to large spalls, heavy scaling, and wide cracks (Appendix C, pages 50-78).

The purpose of the project is to improve the deteriorated pavement, insufficient shoulders, and deteriorated or insufficient structures at stream crossings along the 15.7-mile segment of SR 26 between US 41 and 0.15 mile east of the Warren/Tippecanoe County Line. The project will improve the current pavement of the roadway which will increase the life of the roadway by 15 years. The project will add shoulders along the roadway so that there is room for equipment to pull off and so that the line of site is sufficient for motorists during planting and harvesting seasons. In addition, the two structures in poor condition, will be improved from a rating of 4 to a rating of 7 or better out of 9.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Warren and Tippecanoe Municipality: Town of Pine Village

Limits of Proposed Work: SR 26 from US 41 to 0.15 miles east of Warren and Tippecanoe County Line

Total Work Length: 15.7 Mile(s) Total Work Area: 107.5 Acre(s)

Is an Interchange Modification Study / Interchange Justification Study (IMS/IJS) required? Yes No
Date: X

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.

The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) intend to proceed with roadway and infrastructure improvements along SR 26 in Sections 7, 8, 9, 10 and 11 in Township 23 North, Range 8 West and Section 7 of Township 23 North, Range 7 West on the Pine Village, IN Quadrangle. Improvements are also along SR 26 in Sections 7, 8, 9, 10, 11 and 12 in Township 23 North, Range 7 West and Sections 7, 8 and 9 in Township 23 North, Range 6 West on the Chatterton, IN Quadrangle. The project location, U.S. Geological Survey (USGS) topographic maps, and project limits by Des. No. are included in Appendix B, pages 1-14.

The proposed project is on SR 26, beginning at the east junction with US 41, continuing 0.33 miles east to the south junction of SR 26 and SR 26, then running south, concurrent with SR 55 (labeled as SR 55 on graphics) to the east junction with SR 55, and finally continuing east on SR 26 to 0.15 mile east of the Warren/Tippecanoe County Line. The total project length is approximately 15.7 miles. The existing deficiencies along the project include deteriorated pavement, insufficient shoulders, and deteriorated or insufficient structures at stream crossings. Within the town of Pine Village additional deficiencies include difficult turning radii, unsafe sidewalks and obstructive parking.

Five DES numbers are included in this environmental document for the project.

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- SR 26 Road Rehabilitation from the east junction with US 41 to the north junction with SR 55 (Des. No. 1400249),
- SR 26 Road Rehabilitation from the north junction with SR 55 to 0.33 miles east of the south junction with SR 55 (Des. No. 1601105),
- SR 26 Road Rehabilitation from 0.33 miles east of the south junction with SR 55 to the Warren/Tippecanoe County Line (Des. No. 1700114),
- SR 26 Small Structure Replacement located 1.45 miles west of the north junction with SR 55 (Des. No. 1600867), and
- SR 26 Road Rehabilitation and Small Structure Replacement from the Warren/Tippecanoe County Line to 0.15 mile east of the County Line (Des. No. 1800130).

West of Pine Village, SR 26 is a two-lane facility with roadway widths that vary from 22 feet to 36 feet wide. This roadway primarily contains 12-foot lanes with 6-foot paved shoulder (8-foot usable) in both directions, with the exception of two sections that were not previously widened. Those areas have 11-foot lanes and no usable shoulders, which is deteriorated from runoffs and use by large equipment. The pavement is deteriorated throughout the section of the area west of Pine Village. Deteriorated pavement includes transverse cracking, rutting, and pavement fatigue. This section of SR 26 is a rural collector. Land use along this section is primarily agriculture with some forested and residential areas.

East of Pine Village, SR 26 is a two-lane facility with roadway widths of 22 feet with 11-foot lanes in both directions, no usable shoulder, and deteriorated pavement. The pavement edge is deteriorated from runoffs and use by large equipment. Deteriorated pavement includes transverse cracking, rutting, and pavement fatigue. This section of SR 26 is a rural collector. Land use along this section is primarily agriculture with some forested and residential areas.

Through Pine Village, SR 26 and SR 55 are two-lane facilities with roadway widths that vary from 22 feet to 48 feet wide. North of Church Street and west of Jefferson Street, the roadway consists of 12-foot travel lanes in each direction and no paved shoulders. Between Church Street and Jefferson Street, travel lanes are also 12-foot wide in each direction, with pavement continuing beyond the travel lanes as undefined shoulders and parking. The south junction of SR 26 and SR 55 includes difficult turning radii for large trucks, due to buildings restricting the road width and electrical poles that are often sideswiped by semi-trucks. Additionally, some curbs and sidewalks through town were constructed at the same grade as the pavement and provide no separation from traffic. This section of SR 26 is a major collector. Land use within Pine Village is primarily residential with small businesses.

There are four bridges, 16 culverts, and 38 small pipes identified within the project limits. Two culverts (CV 026-086-14.19 and CV 026-079-24.58) will be replaced due to deterioration. Both culverts are currently rated as a 4 out of 9 (poor condition), due to large spalls, heavy scaling, and wide cracks (Appendix C, pages 50-78). Additionally, 25 small pipes will be replaced and an additional two will be lengthened in conjunction with road widening. No work will occur on the remaining structures. The project plans and photos are included (Appendix B, pages 15-78).

The preferred alternative will provide a structural overlay to address the observed transverse cracking, rutting, and fatigue at the edge of pavement. The overlay will be applied to SR 26 over the entire project length, and SR 55 from north of Pine Village. Road widening to 12-foot lanes in both directions will take place on all existing 11-foot travel lanes within the project corridor. In addition, 5-foot shoulders (2-foot paved and 3-foot gravel) are proposed in areas where none currently exists along portions west of Pine Village, and along the length of the project east of Pine Village, where the edge of pavement is deteriorated from runoffs and use by large equipment.

Improved access and turning radii for trucks at the intersection of SR 26 and SR 55 will be accomplished by pavement markings that will shift traffic at the intersection to accommodate the wide turning movements of semi-trucks. While the roadway is not being widened through town, the parking along SR 26 will be configured from angled to parallel parking to create more space. Parking will be reduced from fourteen to ten parking spaces; however, the parallel parking will be more clearly defined with pavement markings. The town has indicated that they want as many spaces as possible, but prefer the new layout, and understand that this will reduce the number of available spaces. Additionally, a local business owner indicated concern about the updated parking on March 18, 2021 (Appendix D, page 81). Coordination occurred

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about the updated parking plan and the safety issues with the current parking. The business owner was understanding about the need for the updated plan. The new parking configuration can be seen in Appendix B, page 45.

Additionally, while the existing sidewalk is being maintained throughout the town of Pine Village where feasible, one exception to this is along the south side of SR 26 from SR 55 to Jefferson St where the existing sidewalk is at the same grade as the pavement. Curb lines will be constructed on either side of the new sidewalk in order to raise the sidewalk up and delineate vehicular traffic from pedestrians. The new sidewalks will be 6ft. wide, but all other sidewalks will remain 4ft. wide. Curbs are being added on either side of SR 26 from Jefferson St to the west driveway that leads to Pine Village Elementary School. Select curb ramps will be replaced in the project area in the town of Pine Village to meet ADA standards. Refer to the discussion in the Cultural Resources section of this document for further information.

In addition to widening the pavement, the adjacent ditches will be regraded with appropriate side slopes. There are four bridges located within the project limits. No work will take place on any of the bridges. However, in addition to the bridges, there are 16 culverts and 38 small pipes identified within the project limits. Structure CV 026-086-14.19 is a 14' x 9' x 24' box culvert carrying UNT5 to Big Pine Creek, located 1.45 miles west of the north junction of SR 26 and SR 55 (Appendix B, page 2). This structure was already scheduled for replacement with a 13' x 8' x 60' box culvert under Des. No. 1600867, and has now been included with this project. Structure CV 026-079-24.58 is a 6' x 5' x 24' box culvert carrying UNT1 to Little Pine Creek, located 0.1 mile east of the Warren/Tippecanoe County Line (Appendix B, page 2). This structure was scheduled for replacement with a 14' x 6' x 50' box culvert due to deterioration under Des. No. 1800130, and has now also been included with this project. 25 small pipes will be replaced and an additional two will be lengthened in conjunction with road widening. No work will occur on the remaining structures. Measures have been taken to minimize project impacts by limiting culvert work to only what is necessary based on the project need.

Maintenance of traffic (MOT) during the project will be maintained using a combination of lane closures and local detours. East and west of Pine Village, SR 26 will be closed during construction with a detour route provided. Work on the Pine Village segment will be performed maintaining a single lane of traffic utilizing flaggers during work hours. Traffic will be restored to two lanes of traffic when contractor is not present. Please refer to the MOT section of this document for details of the detour.

This alternative meets the purpose and need for this project by addressing the deficiencies along the 15.7-mile segment of SR 26 in the most cost-efficient manner. This alternative will improve the deteriorated pavement, insufficient shoulders, and deteriorated or insufficient structures at stream crossings. The project will address transverse cracking, rutting, and pavement fatigue, while increasing the life of the roadway by 15 years.

SR 26 and US 41 is the western termini of the project, and the eastern termini is located on SR 26, 0.15 miles east of the Warren/Tippecanoe County Line. The project termini were chosen based on where the current roadway deficiencies exist. The termini were determined based on those endpoints to correct the existing deteriorations. As such, the proposed project limits represent logical termini. This project has independent utility as the project can function on its own, without further construction.

### **OTHER ALTERNATIVES CONSIDERED:**

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

#### Full Depth Reclamation and Road Widening Where Necessary

This alternative would consist of a Full Depth Reclamation along the entire length of the project with the exception of within Pine Village which would consist of a two-lift structural HMA overlay. In addition, widening of the travel lanes and shoulders would be recommended in areas where the lane width is less than 12' and shoulders are not present. This alternative would also address drainage deficiencies when necessary due to road widening. Improvements to the storm sewer system, turning movements, curbs, sidewalks, and parking throughout the town of pine village south of Church St and west of Pine Village Elementary School are also included in the alternative. This alternative meets the purpose and need of the project, however, based on cost, the full depth reclamation alternative was not chosen.

#### Do-Nothing

This alternative would allow the existing roadway and structures to remain in place with no improvements. This will

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result in the roadway deficiencies along the 15.7-mile segment of SR 26 continuing to deteriorate and eventually lead to more expensive replacement contracts and/or cause unsafe traveling conditions for the public. This alternative was not selected as it does not meet the purpose and need for this project.

**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)

**ROADWAY CHARACTER:**

Functional Classification: SR 26 – West to Pine Village - Rural Collector  
 Current ADT: 996 VPD (2017) Design Year ADT: 1215 VPD (2042)  
 Design Hour Volume (DHV): 189 Truck Percentage (%) 13  
 Designed Speed (mph): 55 Legal Speed (mph): 55

	Existing	Proposed
Number of Lanes:	2	2
Type of Lanes:	Through	Through
Pavement Width:	11-12 ft.	12 ft.
Shoulder Width:	0-6 ft.	5-6 ft.
Median Width:	N/A ft.	N/A ft.
Sidewalk Width:	N/A ft.	N/A ft.

Setting:  Urban  Suburban  Rural  
 Topography:  Level  Rolling  Hilly

Functional Classification: SR 26 – Pine Village to eastern termini - Rural Collector  
 Current ADT: 1871 VPD (2017) Design Year ADT: 2238 VPD (2042)  
 Design Hour Volume (DHV): 356 Truck Percentage (%) 13  
 Designed Speed (mph): 25-55 Legal Speed (mph): 25-55

	Existing	Proposed
Number of Lanes:	2	2
Type of Lanes:	Through	Through
Pavement Width:	11 ft.	12 ft.
Shoulder Width:	0-6 ft.	5-6 ft.
Median Width:	N/A ft.	N/A ft.
Sidewalk Width:	0-6 ft.	0-6 ft.

Setting:  Urban  Suburban  Rural  
 Topography:  Level  Rolling  Hilly

Functional Classification: SR 55 - Rural Collector  
 Current ADT: 1630 VPD (2017) Design Year ADT: 1989 VPD (2042)  
 Design Hour Volume (DHV): 206 Truck Percentage (%) 11  
 Designed Speed (mph): 30-40 Legal Speed (mph): 30-40

	Existing	Proposed
Number of Lanes:	2	2
Type of Lanes:	Through	Through

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Pavement Width:	12	ft.		12	ft.
Shoulder Width:	0	ft.		5	ft.
Median Width:	N/A	ft.		N/A	ft.
Sidewalk Width:	4	ft.		4-6	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.*

**DESIGN CRITERIA FOR BRIDGES:**

Structure/NBI Number(s): 026-86-01572A – no impact Sufficiency Rating: 6, BIAS Report, 1/6/2020  
 (Rating, Source of Information)

**Existing** **Proposed**

Bridge Type:	Reinforced Concrete Slab Bridge		Reinforced Concrete Slab Bridge	
Number of Spans:	2		2	
Weight Restrictions:	N/A	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	23.7	ft.	23.7	ft.
Outside to Outside Width:	25.0	ft.	25.0	ft.
Shoulder Width:	0	ft.	0	ft.
Length of Channel Work:	0		0	ft.

Structure/NBI Number(s): 026-86-08172 – no impact Sufficiency Rating: 8, BIAS Report, 1/6/2020  
 (Rating, Source of Information)

**Existing** **Proposed**

Bridge Type:	Reinforced Concrete Slab Bridge		Reinforced Concrete Slab Bridge	
Number of Spans:	2		2	
Weight Restrictions:	N/A	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	36.0	ft.	36.0	ft.
Outside to Outside Width:	84.0	ft.	84.0	ft.
Shoulder Width:	0	ft.	0	ft.
Length of Channel Work:	0		0	ft.

Structure/NBI Number(s): (26)55-86-05834B – no impact Sufficiency Rating: 7, BIAS Report, 1/6/2020  
 (Rating, Source of Information)

**Existing** **Proposed**

Bridge Type:	Reinforced Concrete Slab Bridge		Reinforced Concrete Slab Bridge	
Number of Spans:	2		2	
Weight Restrictions:	N/A	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	31.0	ft.	31.0	ft.
Outside to Outside Width:	34.0	ft.	34.0	ft.
Shoulder Width:	0	ft.	0	ft.

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Length of Channel Work:  ft.

Structure/NBI Number(s): 026-86-05817B – no impact Sufficiency Rating: 6, BIAS Report, 1/13/2020  
(Rating, Source of Information)

### Existing Proposed

Bridge Type:	Reinforced Concrete Slab Bridge	Reinforced Concrete Slab Bridge
Number of Spans:	2	2
Weight Restrictions:	N/A	N/A
Height Restrictions:	N/A	N/A
Curb to Curb Width:	30.0	30.0
Outside to Outside Width:	33.0	33.0
Shoulder Width:	0	0
Length of Channel Work:	0	0

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

Remarks: A structure location figure can be found in Appendix F, pages 92-99. A culvert information table is located in Appendix F, pages 100-101. In summary, two box culverts (CV 026-086-14.19 and CV 026-079-24.58) will be replaced due to deterioration. Additionally, 25 small pipes will be replaced and an additional two will be lengthened in conjunction with road widening. No work will occur on the remaining structures. See project description for further detail.

### MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

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

Remarks: The MOT for this project will require three different detour routes for the three segments. The area of SR 26 west of Pine Village (Des. No. 1400249), will be detoured at the junction of SR 26 and US 41 (western termini). Traffic will be routed north on US 41 to SR 352. Traffic will then follow SR 352 east to SR 55, and then south at SR 55 back to SR 26 at Pine Village. Work on the Pine Village segment (Des. No. 1601105) will be performed maintaining a single lane of traffic utilizing flaggers during work hours. Traffic will be restored to two lanes of traffic when contractor is not present. No traffic restrictions will be permitted for Des. No. 1601105 until the completion and removal of detour for all work associated with Des. No. 1400249. Des. No. 1601105 and 1400249 will be constructed in 2022. The area of SR 26 east of Pine Village (Des. No. 1700114), will be detoured at the junction of SR 26 and SR 55. Traffic will be routed north on SR 55 to SR 352. At SR 352 traffic will move east to US 52. Traffic will stay on US 52 until it turns south and eventually meets with SR 26. Traffic will then be detoured west onto SR 26 to the eastern termini of the project. Des. No. 1700114 will be constructed in 2023.

The closures and 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. Delays may occur during construction but will cease with project completion.



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### ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: \$ 16,339,500 Right-of-Way: \$ 120,000 Construction: \$ 2,713,935 (2021)

\* Costs are combined values of Des. Nos. 1400249, 1600867, and 1800130 and are highlighted individually in Appendix H, pages H-1 to H-3

Anticipated Start Date of Construction: Spring 2022

Date project incorporated into STIP July 2, 2019

Is the project in an MPO Area? **Yes** **No**

If yes,

Name of MPO Area Plan Commission of Tippecanoe County

Location of Project in TIP Page 266

Date of incorporation by reference into the STIP July 2, 2019

### RIGHT OF WAY:

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	11.62	0.13
Commercial	-	-
Agricultural	52.75	0.15
Forest	1.29	-
Wetlands	-	-
Other:	-	-
<b>TOTAL</b>	<b>65.66</b>	<b>0.28</b>

*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.*

Remarks:

The project requires approximately 65.66 acres of permanent right-of-way along SR 26 which is located within either residential, agricultural or forested land use. The project also requires approximately 0.28 acres of temporary right-of-way within residential and agricultural land use. On average there will be 90'-100' of right of way throughout most of the corridor. Maximum right-of-way width is 175', however this is only at one location. Minimum right-of-way width is 22'. The project purchased at-risk advanced acquisition however, no construction has begun. Most of the new right-of-way has been previously disturbed, acquired, or modified by the existing roadway.

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

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

**SECTION A – ECOLOGICAL RESOURCES**

	<b>Presence</b>	<b>Impacts</b>	
		<b>Yes</b>	<b>No</b>
<b>Streams, Rivers, Watercourses &amp; Jurisdictional Ditches</b>	<b>x</b>	<b>x</b>	
Federal Wild and Scenic Rivers			
State Natural, Scenic or Recreational Rivers	<b>x</b>		<b>x</b>
Nationwide Rivers Inventory (NRI) listed			
Outstanding Rivers List for Indiana	<b>x</b>		<b>x</b>
Navigable Waterways			

Remarks:

Based on a desktop review, site visits on July 16, 2019, July 24, 2019, July 26, 2019, August 07, 2019, August 08, 2019, August 14, 2019, August 19, 2019, September 04, 2019, September 05, 2019, September 10, 2019, September 11, 2019, November 05, 2019, November 06, 2019, May 01, 2020, May 04, 2020, May 07, 2020 and September 01, 2020 by Little River Consultants, the aerial map of the project area (Appendix F, pages 75-79), and the water resources maps in the three RFI reports prepared to encompass the project area (Appendix E, pages 9, 10, 23, 34 and 35), there are 30 streams, watercourses, or jurisdictional ditches located within the 0.5 mile search radius. According to the desktop review, there are 16 streams, watercourses, or jurisdictional ditches present within or adjacent to the project area. No Federal, Wild and Scenic Rivers; navigable waterways or National Rivers Inventory waterways are present in the project area. Big Pine Creek is listed as a State Natural Scenic River. The Department of Environmental Management has designated a segment of Big Pine Creek and some of its headwaters "for exceptional use" due to outstanding quality. Additionally, Big Pine Creek is on the Outstanding Rivers List for Indiana. No work is being done on either of the bridges associated with Big Pine Creek or Mud Pine Creek. Proper erosion control will be put in place in order to prevent impacts.

Nineteen (19) IDEM 303d Listed Stream segments are located within a 0.5 mile search radius of the project area.

- Mud Pine Creek is located within the project area and listed as impaired for PCBs in fish tissue. No work is planned for the bridge over Mud Pine Creek so no impact is expected.
- Ten additional (10) segments identified as unnamed tributaries to Mud Pine Creek cross SR 26, six (6) of the 10 segments cross SR 26, and are also listed as impaired for PCBs.

Mud Pine Creek, Big Pine Creek and six (6) stream segments identified as unnamed tributaries to Mud Pine Creek, are listed for E. coli. All impaired tributaries cross SR 26.

Workers who are working in or near water with E. coli should take care to wear appropriate PPE, observe proper hygiene procedures, including regular hand washing, and limit personal exposure.

*A Waters of the U.S. Determination / Wetland Delineation Report* was completed for the project on September 18, 2020 and INDOT Ecology and Waterway Permitting Office approved on October 29, 2020. Please refer to Appendix F, pages 2-42, for the *Waters of the U.S. Determination / Wetland Delineation Report*.

Following the desktop review, which identified 16 potentially jurisdictional watercourses, Little River Staff investigated and identified 18 potentially jurisdictional streams with an OHWM and bed and bank, totaling 3800 linear feet within the investigated area. Of those 18 streams, 3 appeared to be perennial and 15 appeared

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to be intermittent. Little River staff also investigated and identified 6 ephemeral channels within the investigated area, and identified 21.5 miles of roadside ditches within the investigated area. None of the ephemeral channels or roadside ditches are jurisdictional waters.

A Jurisdictional Determination was received from the USACE designating 17 of the identified streams as jurisdictional. Two jurisdictional streams will be impacted due to culvert replacement. Approximately 150 linear feet, totaling 0.017 acres, of UNT 5 to Big Pine Creek will be impacted (Appendix B, pages 35 and 104). UNT5 to Big Pine Creek is an intermittent stream. The channel and banks are moderately stable and the stream is only slightly incised. The stream has good overhanging vegetation on the north and south sides of SR 26. Channel dimensions at the ordinary high water mark (OHWM) were estimated at 4'4" wide x 4" deep.

Additionally, 100 linear feet, totaling 0.011 acres, of UNT1 to Little Pine Creek will be impacted (Appendix B, pages 78 and 133). UNT1 to Little Pine Creek is an intermittent stream. The channel is moderately incised, and the banks appear moderately stable. The stream has high turbidity due to in channel erosion and sediment laden runoff from adjacent fields. The stream has no overhanging vegetation and no riffle/run complexes. Channel dimensions at the OHWM were estimated at 4'10" wide x 3" deep. Avoidance alternatives are not practical as the two culverts require replacement.

A Clean Water Act Section 404 Permit will be required. The project is expected to qualify for a Regional General Permit, with no stream mitigation anticipated, but will be determined during permitting. The additional 25 small pipes that will be replaced and the two that will be lengthened will not impact any jurisdictional waters.

Early coordination letters were sent to the Indiana Department of Natural Resources – Division of Fish and Wildlife (IDNR-DFW), the U.S. Army Corps of Engineers (USACE), and the U.S. Fish and Wildlife Service (USFWS) on February 17, 2020 and March 12, 2020. The IDNR-DFW responded on March 17, 2020 with recommendations to avoid or minimize impacts to fish, wildlife, and botanical resources. It states that, for purposes of maintaining fish and wildlife passage through a structure, bridges and bottomless culverts are recommended rather than box or pipe culverts. The new, replacement, or rehabbed structure, and any bank stabilization under the structure, should not create conditions that are less favorable for wildlife passage under the structure compared to the current conditions (Appendix C, pages 8-11). The USACE did not respond to the early coordination letter. An automated letter was generated from the Indiana Department of Environmental Management (IDEM) website on February 17, 2020 (Appendix C, pages 12-18). All applicable 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, site visits on July 16, 2019, July 24, 2019, July 26, 2019, August 07, 2019, August 08, 2019, August 14, 2019, August 19, 2019, September 04, 2019, September 05, 2019, September 10, 2019, September 11, 2019, November 05, 2019, November 06, 2019, May 01, 2020, May 04, 2020, May 07, 2020 and September 01, 2020 by Little River Consultants, the aerial map of the project area (Appendix F, pages 75-79), and the water resources maps in the three RFI reports prepared to encompass the project area (Appendix E, pages 9, 10, 23, 34 and 35), there are 30 lakes located within the 0.5 mile search radius. Based on the desktop review, there are no other surface waters present within or adjacent to the project area.

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A *Waters of the U.S. Determination / Wetland Delineation Report* was completed for the project on September 18, 2020 and INDOT Ecology and Waterway Permitting Office approved on October 29, 2020. Please refer to Appendix F, pages 2-42, for the *Waters of the U.S. Determination / Wetland Delineation Report*. No surface waters were identified within the project area during the wetland delineation; therefore no impacts are expected. The USACE makes all final determinations regarding jurisdiction.

Early coordination letters were sent to the IDNR-DFW, the USACE, and the USFWS on February 17, 2020 and March 12, 2020. No recommendations received pertained to other surface waters.

Wetlands	Presence	Impacts	
	<input type="checkbox"/>	Yes	No
Total wetland area: 1.912 acre(s)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Total wetland area impacted: 0.312 acre(s)			

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

Wetlands (Mark all that apply)	Documentation	ES Approval Dates
Wetland Determination	<input type="checkbox"/>	<input type="checkbox"/>
Wetland Delineation	<input checked="" type="checkbox"/>	10/29/20
USACE Isolated Waters Determination	<input checked="" type="checkbox"/>	1/19/21
Mitigation Plan	<input type="checkbox"/>	<input type="checkbox"/>

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

Substantial adverse impacts to adjacent homes, business or other improved properties;	<input type="checkbox"/>
Substantially increased project costs;	<input type="checkbox"/>
Unique engineering, traffic, maintenance, or safety problems;	<input checked="" type="checkbox"/>
Substantial adverse social, economic, or environmental impacts, or	<input type="checkbox"/>
The project not meeting the identified needs.	<input checked="" type="checkbox"/>

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

Remarks: Based on a review of the National Wetlands Inventory (NWI) online mapper, site visits on July 16, 2019, July 24, 2019, July 26, 2019, August 07, 2019, August 08, 2019, August 14, 2019, August 19, 2019, September 04, 2019, September 05, 2019, September 10, 2019, September 11, 2019, November 05, 2019, November 06, 2019, May 01, 2020, May 04, 2020, May 07, 2020 and September 01, 2020 by Little River Consultants, the aerial map of the project area (Appendix F, pages 75-79), and the water resources maps in the three RFI reports prepared to encompass the project area (Appendix E, pages 9, 10, 23, 34 and 35), there are 63 wetlands located within the 0.5 mile search radius. According to the desktop review, there are 7 wetlands present within or adjacent to the project area.

A *Waters of the U.S. Determination / Wetland Delineation Report* was completed for the project on September 18, 2020 and INDOT Ecology and Waterway Permitting Office approved on October 29, 2020. Please refer to Appendix F, pages 2-42, for the *Waters of the U.S. Determination / Wetland Delineation Report*.

Little River staff investigated and identified 40 wetlands along SR 26 within the anticipated project boundaries, for a total of 1.912 acres. Of those 40 wetlands, 37 are classified as palustrine, emergent (PEM), and 3 are classified as palustrine, scrub-shrub (PSS). A total of 16 wetlands will be impacted (see Table below). A Jurisdictional Determination was received from the USACE designating 7 of the identified

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wetlands as jurisdictional. Of those wetlands to be impacted, only Wetlands 19, 32 and 35 are Waters of the U.S. Impacts to Waters of the U.S. is 0.041 acres. A state determination was also received from IDEM (Appendix F, page 102). Impacts to State regulated wetlands (Class I and Class II wetlands) will be 0.271 acres. Incidental features are not regulated. Avoidance alternatives are not practical due to wetland areas being located immediately adjacent to the roadway embankment or within roadside ditches, in areas where widening is necessary to meet current safety standards. Wetland mitigation is anticipated and will be determined during permitting. The U.S. Army Corps of Engineers (USACE) makes all final determinations regarding jurisdiction.

**Impacted Wetlands**

Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments
2	PEM	0.34	0.045	State - Class II
3	PEM	0.21	0.084	State - Class I
4	PEM	0.025	0.018	State - Class I
7	PEM	0.024	0.023	State - Class I
8	PEM	0.003	0.0008	Incidental Feature
19	PEM	0.005	0.0052	Waters of the U.S.
20	PEM	0.088	0.009	Incidental Feature
24	PEM	0.022	0.017	State - Class I
25	PEM	0.147	0.15	Incidental Feature
26	PEM	0.03	0.03	Incidental Feature
27	PEM	0.022	0.02	Incidental Feature
28	PEM	0.012	0.022	State - Class I
30	PEM	0.043	0.051	State - Class I
31	PEM	0.066	0.011	State - Class I
32	PEM	0.056	0.03	Waters of the U.S.
35	PEM	0.010	0.0063	Waters of the U.S.

Early coordination letters were sent to the IDNR-DFW, the USACE, and the USFWS on February 17, 2020 and March 12, 2020. The IDNR-DFW responded on March 17, 2020 with recommendations to avoid or minimize impacts to fish, wildlife, and botanical resources (Appendix C, pages 8-11). The USFWS responded on April 6, 2020, recommending a wetland delineation (Appendix C, pages 21-22). The USACE did not respond to the early coordination letter. An automated letter was generated from the IDEM website on February 17, 2020 (Appendix C, pages 12-18). All applicable recommendations are included in the Environmental Commitments section of this CE document.

**Terrestrial Habitat**  
Unique or High Quality Habitat

**Presence**

**Impacts**

**Yes No**

x	x	

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

Remarks:

Based on a desktop review, site visits on July 16, 2019, July 24, 2019, July 26, 2019, August 07, 2019, August 08, 2019, August 14, 2019, August 19, 2019, September 04, 2019, September 05, 2019, September 10, 2019, September 11, 2019, November 05, 2019, November 06, 2019, May 01, 2020, May 04, 2020, May 07, 2020 and September 01, 2020 by Little River Consultants, and the aerial map of the project area (Appendix F, pages 75-79), the project area consists primarily of roadway, agricultural fields, residences, and upland forest. Forested areas are dominated by eastern cottonwood (*Populus deltoides*), tulip poplar

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(*Liriodendron tulipifera*), red maple (*Acer rubrum*), sugar maple (*Acer saccharum*), slippery elm (*Ulmus rubra*), and black walnut (*Junglans nigra*). The widening of travel lanes and addition of shoulders will require approximately 0.7 acres of tree clearing in upland forested areas. Additionally, approximately 10.27 acres of agriculture and 47.21 acres of lawn will be disturbed. Avoidance is not practical as widening is necessary to meet current safety standards. Mitigation is not anticipated.

Early coordination letters were sent to the IDNR-DFW, the USACE, and the USFWS on February 17, 2020 and March 12, 2020. The IDNR-DFW responded on March 17, 2020 with recommendations to avoid or minimize impacts to wildlife and botanical resources. To minimize impacts to the Indiana Bat or Northern Long-eared bat, do not cut any trees suitable for roosting (greater than 5" dbh living or dead, with loose hanging bark, or cracks, crevices, or cavities) from April 1 – September 30. Additionally, they state that if less than one acres of non-wetland forest is removed in a rural setting, replacement should be at a 1:1 ration based on area (Appendix C, pages 8-12). The USFWS responded on March 12, 2020 recommending a Section 7 consultation (Appendix C, pages 21-22). The USACE did not respond to the early coordination letter. An automated letter was generated from the IDEM website on February 17, 2020 (Appendix C, pages 12-18). All applicable recommendations are included in the Environmental Commitments section of this CE document.

*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**

	<b>Yes</b>	<b>No</b>
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:

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, pages 3-14) and the RFI reports (Appendix E, pages 1-44), 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 exist in the project area (Appendix C, pages 5-7). IGS also indicated that there was a high potential for bedrock and sand or gravel resources along with a 1% annual flood hazard and high liquidation potential. No active or abandoned mineral resources extraction sites are documented in the area (Appendix C, pages 5-7). The features will not be affected because borings were taken to a depth of approximately 25' throughout the project area did not encounter bedrock. The majority of soils encountered were silty or clay loam. Additionally, any culvert being replaced will meet the hydraulic requirements set forth by INDOT. The response from IGS has been communicated with the designer on November 22, 2020. No impacts are expected.

	<u>Presence</u>	<u>Impacts</u>	
		<b>Yes</b>	<b>No</b>
<b>Threatened or Endangered Species</b>			
Within the known range of any federal species	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Any critical habitat identified within project area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Federal species found in project area (based upon informal consultation)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State species found in project area (based upon consultation with IDNR)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is Section 7 formal consultation required for this action?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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Remarks:

Based on a desktop review and the RFI reports (Appendix E, pages 1-44), completed by Little River Consultants on March 20, 2020, the IDNR Warren and Tippecanoe County Endangered, Threatened and Rare (ETR) Species List has been checked and is included (Appendix E, pages 12-14, 25-27, and 38-44). The highlighted species on the list reflect the federal and state identified ETR species located within the counties. According to the IDNR-DFW early coordination response letter dated March 17, 2020 (Appendix C, pages 8-11), the Natural Heritage Program's Database has been checked and the Wavyrayed Lampmussel (*Lampsilis fasciola*), a state species of special concern, has been documented in Mud Pine Creek within ½ mile of the project area. Also, the species below have been documented within ½ mile of the project area near Pine Village.

1. Indiana Bat (*Myotis sodalists*); federal and state endangered
2. Northern Long-Eared Bat (*Myotis septentrionalis*); federal threatened and state endangered
3. Eastern Red Bat (*Lasiurus borealis*); state special concern
4. Salamander Mussel (*Simpsonaias ambigua*); in Big Pine Creek, state special concern
5. Kidneyshell (*Ptychobranchnus fasciolaris*); in Big Pine Creek, state special concern
6. Purple Lilliput (*Toxolasma lividum*); in Big Pine Creek, state special concern

Additionally, IDNR-DFW recommended that impacts to the Indiana Bat, Northern Long-eared bat, and Eastern Red Bat be minimized by not cutting any trees suitable for roosting (greater than 5" dbh living or dead, with loose hanging bark, or cracks, crevices, or cavities) from April 1 – September 30.

The project qualifies for the Range-wide Programmatic Informal Consultation for the Indiana bat and northern long-eared bat, 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 April 20, 2021, and based on the responses provided, the project was found to "Not Likely to Adversely Affect" the Indiana bat and/or the northern long-eared bat (Appendix C, pages 29-41). INDOT reviewed and verified the effect finding and requested USFWS's review of the finding. 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 Environmental Commitments section of this document.

The official species list generated from IPaC did not indicate any additional federally listed species present within the project area, therefore, no additional coordination was required with USFWS.

Structure CV 026 86 14.19, which carries SR 26 over UNT5 to Big Pine Creek has shown evidence of use (nests) by a bird species protected under the Migratory Bird Treaty Act (MBTA) during the 5/4/20 inspection. Additionally, structure CLV 026 079 24.58 that carries SR 26 over UNT1 to Little Pine Creek has shown evidence of use (nests) by a bird species protected under the Migratory Bird Treaty Act (MBTA) during the 9/11/19 inspection. Both are in the project area and scheduled for replacement. Avoidance and minimization measures must be implemented prior to the start of and during the nesting season. Nests without eggs or young should be removed prior to construction during the non-nesting season (September 8 – April 30) and during the nesting season if no eggs or young are present. Nests with eggs or young cannot be removed or disturbed during the nesting season (May 1 – September 7). Nests with eggs or young should be screened or buffered from active construction. Details of the required procedures are outlined in the "Potential Migratory Bird on Structure Unique Special Provision". This firm commitment is included in the *Environmental Commitments* of this document.

Structure inspections were completed on September 1, 2020. 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 1, 2022, 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

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inspection, the INDOT District Environmental Manager must be contacted immediately. This firm commitment is included in the *Environmental Commitments* of this document. Additionally, structure (26)55-86-05834 B, which carries SR 26 over Big Pine Creek has shown evidence of use (nests) by a bird species protected under the Migratory Bird Treaty Act (MBTA) during the 11/5/19 inspection. However, this structure will not be impacted.

Coordination with INDOT, Ecology and Waterway Permitting occurred. INDOT, Ecology and Waterway Permitting stated that no further coordination with DNR was necessary, and that the Unique Special Provision for Eastern Phoebes should be followed (Appendix C, page 48). 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.

**SECTION B – OTHER RESOURCES**

	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
<b>Drinking Water Resources</b>			
Wellhead Protection Area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Public Water System(s)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Residential Well(s)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Source Water Protection Area(s)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sole Source Aquifer (SSA)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If a SSA is present, answer the following:

	Yes	No
Is the Project in the St. Joseph Aquifer System?	<input type="checkbox"/>	<input type="checkbox"/>
Is the FHWA/EPA SSA MOU Applicable?	<input type="checkbox"/>	<input type="checkbox"/>
Initial Groundwater Assessment Required?	<input type="checkbox"/>	<input type="checkbox"/>
Detailed Groundwater Assessment Required?	<input type="checkbox"/>	<input type="checkbox"/>

Remarks: The project is located in Warren and Tippecanoe Counties, which are not located within the area of the St. Joseph Sole Source Aquifer, the only legally designated sole source aquifer in the state. 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.

In an early coordination letter dated February 21, 2020 IDEM stated the project is not located within a wellhead area (Appendix C, pages 19-20) No impacts are expected.

The IDNR Water Well Record Database website (<https://www.in.gov/dnr/water/3595.htm>) was accessed on March 18, 2020 by Little River Consultants. Eighty-seven (87) wells were found to be in the proximity of the project area. The features will not be affected because all wells will be avoided, and this project will not affect groundwater levels or quality. Most are located well outside project 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.

Based on a desktop review of the INDOT MS4 website (<https://entapps.indot.in.gov/MS4/>) by Little River Consultants on March 18, 2020, and the RFI reports; this project is not located in an Urban Area Boundary location. No impacts are expected.

Based on a desktop review, site visits on July 16, 2019, July 24, 2019, July 26, 2019, August 07, 2019, August 08, 2019, August 14, 2019, August 19, 2019, September 04, 2019, September 05, 2019, September 10, 2019, September 11, 2019, November 05, 2019, November 06, 2019, May 01, 2020, May 04, 2020, May



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07, 2020 and September 01, 2020 by Little River Consultants, and the aerial map of the project area (Appendix F, pages 75-79), no public water systems were identified. Therefore, no impacts are expected.

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

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

Remarks: Based on a desktop review of the IDNR Indiana Floodway Information Portal website (<http://dnrmmaps.dnr.in.gov/appsphp/fdms/>) by Little River Consultants on November 24, 2020 and the RFI report; this project is located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix F, pages 44-55). The local floodplain administrator was contacted on February 4, 2021, he responded by phone that he had no concerns with the project. Two floodplains are located within the project area. One is associated with Mud Pine Creek and the second is associated with Big Pine Creek. At both Mud Pine Creek and Big Pine Creek, the bridges are within a paving exception, however, due to road widening outside of the bridge areas, fill will be placed within the floodplain at this location. All fill will be located outside of the floodway. 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.

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

Total Points (from Section VII of CPA-106/AD-1006* (Des. No. 1400249)	<u>126</u>
Total Points (from Section VII of CPA-106/AD-1006* (Des. No. 1600867)	<u>120</u>
Total Points (from Section VII of CPA-106/AD-1006* (Des. No. 1601105)	<u>N/A</u>
Total Points (from Section VII of CPA-106/AD-1006* (Des. No. 1700114)	<u>141</u>
Total Points (from Section VII of CPA-106/AD-1006* (Des. No. 1800130)	<u>134</u>

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

Remarks: Based on a desktop review, site visits on July 16, 2019, July 24, 2019, July 26, 2019, August 07, 2019, August 08, 2019, August 14, 2019, August 19, 2019, September 04, 2019, September 05, 2019, September 10, 2019, September 11, 2019, November 05, 2019, November 06, 2019, May 01, 2020, May 04, 2020, May 07, 2020 and September 01, 2020 by Little River Consultants, and the aerial map of the project area (Appendix F, pages 75-79), the project will convert 52.75 acres of farmland as defined by the Farmland Protection Policy Act. An early coordination letter was sent on February 17, 2020, to Natural Resources

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Conservation Services (NRCS). NRCS responded on February 18, 2020 requesting additional information and explaining that the project would have to be separated by Des. No. and county (Appendix C, pages 23-24).

Coordination with NRCS was received on March 4, 2020 and resulted in a score of 126 for Des. No. 1400249, 120 for Des. No 1600867, 141 for Des. No 1700114, and 134 for Des. No 1800130 on the NRCS-CPA-106 Form (Appendix C, pages 25-28). NRCS's threshold score for significant impacts to farmland that results in the consideration of alternatives is 160. Since this project scores are less than the threshold, no significant loss of prime, unique, statewide, or local important farmland will result from this project. Additionally, Little River spoke with NRCS on April 19, 2021. NRCS stated that the project would not result in an issue with prime farmland. NRCS also expressed that the projects were not cumulative and that the scores should not be added. No alternatives other than those previously discussed in this document will be investigated without reevaluating impacts to prime farmland.

### SECTION C – CULTURAL RESOURCES

	<b>Category</b>	<b>Type</b>	<b>INDOT Approval Dates</b>	<b>N/A</b>
Minor Projects PA Clearance				<b>X</b>

Eligible and/or Listed  
Resource Present

**Results of Research**

Archaeology	
NRHP Buildings/Site(s)	<b>X</b>
NRHP District(s)	
NRHP Bridge(s)	<b>X</b>

**Project Effect**

No Historic Properties Affected  No Adverse Effect  Adverse Effect

Documentation  
Prepared

**Documentation** (mark all that apply)

		<b>ES/FHWA Approval Date(s)</b>	<b>SHPO Approval Date(s)</b>
Historic Properties Short Report			
Historic Property Report	<b>X</b>	10/5/2020	11/4/2020
Archaeological Records Check/ Review	<b>X</b>	3/15/2021	4/15/2021
Archaeological Phase Ia Survey Report	<b>X</b>	3/15/2021	4/15/2021
Archaeological Phase Ic Survey Report			
Archaeological Phase II Investigation Report			
Archaeological Phase III Data Recovery			
APE, Eligibility and Effect Determination	<b>X</b>	3/15/2021	4/15/2021
800.11 Documentation	<b>X</b>	3/15/2021	4/15/2021

**MOA Signature Dates** (List all signatories)

Memorandum of Agreement (MOA)

*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.*

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Remarks: Section 106 of the National Historic Preservation Act of 1966 (NHPA) requires that federal agencies identify and assess the effects of federal projects, programs, and actions on historic resources, this includes projects that are supported by federal funds. The Section 106 process was managed by SJCA (formerly Green 3, LLC), who is listed on the IDNR Department of Historic Preservation and Archaeology’s Roster of Qualified Professionals.

**Area of Potential Effect (APE):** According to 36 CFR 800.16(d), the APE is defined as “the geographic area or areas within which an undertaking may directly or indirectly cause alterations in character or use of historic properties, if any such properties exist. The APE is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking...”

The APE for this project includes all properties adjacent to the project and those with a proximate viewshed of the project. Urban development limited the APE within the Town of Pine Village while the curvature of the road and tree growth limited the APE outside the town. The APE is approximately 16 miles long and is approximately 0.13 mile at its widest point.

**Coordination with Consulting Parties:** Early coordination letter were sent on September 25, 2019 inviting the consulting parties to participate in the Section 106 process.

On September 27, 2019, the Pokagon Band of Potawatomi Indians sent a letter accepting the invitation to serve as a consulting party for the proposed project. They offered no objection to the project and made a determination that there would be “No Historic Properties in Area of Potential Effects (APE) significant to the Pokagon Band of Potawatomi Indians.” On April 12, 2021, in response to the 800.11(e) Document and Effects Finding, the Pokagon Band of Potawatomi Indians sent a follow up letter stating that “after reviewing the details for the project referenced above, I have made the determination that there will be No Historic Properties in Area of Potential Effects (APE) significant to the Pokagon Band of Potawatomi Indians (Appendix D, page 78).”

On October 15, 2019, the SHPO responded to the early coordination letter, stating that they were “not aware of any parties who should be invited to participate in the Section 106 consultation on this project, beyond those whom INDOT already has invited.”

A copy of the draft historic property report (HPR) and invitations to become Consulting Parties were sent October 26, 2020 (see Appendix D, pages 53-55). The parties are listed below.

Consulting Party	Response to Invitation
Indiana Landmarks, Western Office	No
Warren County Historian	No
Warren County Historical Society	No
Tippecanoe County Historian	No
Tippecanoe County Historical Association	No
Wabash Valley Trust for Historic Preservation	No
Area Plan Commission of Tippecanoe County	No
Warren County Commissioners	No
Warren County Council	No
Warren County Highway Department	No
Tippecanoe County Commissioners	No
Tippecanoe County Council	No
Tippecanoe Highway Department	No
Eastern Shawnee Tribe of Oklahoma	No
Miami Tribe of Oklahoma	No
Peoria Tribe of Oklahoma	No
Pokagon Band of Potawatomi Indians	Yes

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Forest County Potawatomi Community	No
Lon and Linda Akers (property owners)	No
Trustees of the Methodist Church (property owners)	Yes
J. Leonard Spodek, DBA, Nationwide Postal Management (property owner)	No
Theodore and Darlene Schutter, (property owners)	No
The Windy Mill LLC (property owner)	No
Dennis Brummett (property owner)	No

Note: The IDNR State Historic Preservation Officer (SHPO) is an automatic Consulting Party. INDOT is acting on behalf of FHWA.

**Archaeology:** SJCA prepared the Archaeological Literature Review and Phase 1a Reconnaissance (Jackson, March 2021), which was approved by INDOT CRO on March 16, 2021 (Appendix D, pages 3-6). Three sites were identified within the project area (12-Wa299, 12-Wa-300, and 12-T-1244). These sites consisted of two isolated finds and one small lithic scatter within the project area. As a result of these efforts, none of these sites were recommended as eligible for listing in the NRHP and no further work was recommended (Appendix D, Page 83).

The approved report was sent to the participating tribes and SHPO for review and concurrence on March 16, 2021 (Appendix D, pages 1-6). The SHPO letter dated April 15, 2021, concurred with the opinion of the archaeologist, as expressed in the Phase Ia archaeological literature review and reconnaissance survey report (Jackson, 03/10/2021), that archaeological sites 12-Wa-0299, 12-Wa-0300, and 12-T-1244 (all of which were identified during the archaeological investigations) do not appear to be eligible for inclusion in the NRHP, and that no further archaeological investigations appear necessary at these areas. The letter also stated that there was insufficient information regarding two sites (12-Wa-0259 and 12-Wa-0258) to determine whether it is eligible for inclusion in the NRHP. SHPO recommended the sites be clearly marked and avoided by the project. If avoidance is not possible, then additional archaeological investigations may be necessary (Appendix D, Pages 83-84). The SHPO's recommendations are included as firm commitments in the Environmental Commitment section of this CE document.

**Historic Properties:** SJCA prepared the HPR for this project (October 2021), it contains one resource listed or previously determined eligible for inclusion in the National Register of Historic Places (NRHP): INDOT Bridge No. 26-86-1572 (IHSSI#171-513-10008; HB-1758; NBI No. 6620), was previously determined eligible for the NRHP under Criterion C as part of the INDOT-sponsored *HBI*. It is a riveted Warren pony truss bridge, constructed in 1933. The bridge consists of two panels composing a single span of 95.8 feet with a deck width of 23.9 feet. Connecting the beams to the main truss are metal rivets. The bridge underwent minor alterations in 2000 to fix some issues with its siding. According to the *HBI*, this bridge is eligible under Criterion C. The project will have "No Adverse Effect" on the INDOT Bridge No. 26-86-1572. No right-of-way is anticipated to be acquired at the bridge. Further, there is a proposed paving exception at the bridge. Work surrounding the bridge will involve only widening and resurfacing of the roadway on either side of the bridge.

A historian who meets the Secretary of the Interior's Professional Qualification Standards identified and evaluated aboveground resources within the APE for potential eligibility for the NRHP. As a result of the historic property identification and evaluation efforts, for above-ground resources are recommended as eligible for listing in the NRHP:

1. Builta-Rhode Farm (IHSSI No. 171-513-05008), 9500 SR 55; is a Craftsman-style house, built c. 1920. A barn and a Folk Victorian-style gable front house are also associated with the property. The property is recommended eligible for listing in the NRHP under Criterion C for its embodiment of significant characteristics of the Craftsman architectural style. The project will have "No Adverse Effect" on the Builta-Rhode Farm. No right-of-way is anticipated to be acquired from this property.

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- The proposed project will involve roadway resurfacing and the widening of the road's shoulders adjacent to the southwest corner of the property.
2. Knights of Pythias Building (IHSII No. 171-513-06005), 110 E. Lafayette St; is an Italianate-style commercial structure, built c. 1900. It is recommended eligible for listing in the NRHP under Criterion A for its association with the Knights of Pythias fraternal order and under Criterion C for its embodiment of significant characteristics of the Italianate architectural style. The project will have "No Adverse Effect" on the Knights of Pythias Building. No right-of-way is anticipated to be acquired from this property. All work will occur on the curb face in front of the building. The project involves the installation of one new inlet in the curb and sidewalk that will be notched out and replaced. The existing modern sidewalk will be replaced. The existing roadway will be resurfaced; parking will be modified from angled pull-in spots to parallel parking spots on both sides of the street; and there will be updates to the pavement markings. None of these project elements will alter historic features of the Knights of Pythias Building.
  3. Pine Village Methodist Church (IHSSI No. 171-513-06007), 106 E. Church St; is a church, built in 1885, styled with Gothic Revival and Italianate elements and a sanctuary addition constructed in 1903. It is recommended eligible for listing in the NRHP under Criterion C for its embodiment of significant characteristics of the Gothic Revival and Italianate architectural styles. The project will have "No Adverse Effect" on the Pine Village Methodist Church. No right-of-way is anticipated to be acquired from the proposed historic boundary of the church, which is located approximately 130 feet east of the project limits. However, right of-way will be taken on the northeast corner of Church St. and SR 26, which is property that the church recently acquired. There will be resurfacing of the roadway on SR 26 and shoulder widening north of Church St. To the south of Church St., the placement of new curbs has been proposed and the curb ramp on the southeast corner of the intersection of SR 26 and Church St. is being replaced. No historic elements of the church will be affected by any of this work.
  4. Pine Village Post Office (IHSSI No. 171-513-06004), 101 N. Jefferson St; is a U.S. Post Office, built in 1969. It was constructed with elements of the Colonial Revival style dictated by the post office construction style guide. It is recommended eligible for listing in the NRHP under Criterion A due to its significance in Community Planning and Development. The project will have "No Adverse Effect" on the Pine Village Post Office. No right-of-way is anticipated to be acquired from this resource. The project involves roadway resurfacing with the addition of new curbs. The existing modern driveway to the post office will be replaced and a new storm sewer inlet will be installed. Because there are no existing curb ramps located at the intersection of SR 26 and Jefferson St., new curb ramps will be installed at all four corners of the intersection. The existing pull-off from the roadway on SR 26 in front of the U.S. Postal Service mailbox will be maintained. The mailbox will remain in place.

INDOT CRO approved the HPR for distribution to SHPO and Consulting Parties on October 5, 2020. The HPR was forwarded to SHPO and Consulting Parties on October 6, 2020 (Appendix D, page 68-71). One email was received from Ethan Foxworthy, the chairman of the administrative council for the Pine Village United Church, concerning a limestone block retaining wall. Coordination occurred with Infrastructure Engineering (Appendix D, page 18).

The SHPO concurred with the findings of the HPR in their letter dated November 4, 2020 (Appendix D, page 5). In the letter, SHPO concurred with SJCA's assessment that they agreed with the conclusions of the HPR that the Builta-Rhode Farm, Pine Village Methodist Church, Pine Village Post Office and INDOT Bridge No. 26-86-1572 were eligible for inclusion in the NRHP. However, SHPO disagreed with the conclusions in the HPR (Appendix D, page 83), regarding the Knights of Pythias Building. They stated that "the Knights of Pythias Building located in Pine Village (IHSSI No. 171-513-06005) retains enough integrity warranting its eligibility for inclusion in the NRHP."

**Documentation, Findings:** A finding of "No Adverse Effect" for this project was approved by INDOT CRO for distribution to Consulting Parties and SHPO on March 15, 2021 (Appendix D, pages 1-6).

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The 800.11 documentation was mailed to SHPO on March 16, 2021 (Appendix D, pages 1-2) and Consulting Parties on March 16, 2021 (Appendix D, pages 3-6). SHPO concurred with the “No Adverse Effect” finding in their letter dated April 15, 2021 (Appendix D, pages 83-84). No other responses from Consulting Parties were received.

**Public Involvement:** A notice informing the public of the finding and opportunity to comment on the “No Adverse Effect” finding was published in the *Review Republican* on March 25, 2021, offering the public an opportunity to submit comment pursuant to 36 CFR 800.2(d), 800.3(e), and 800.6(a)(4). One letter was received during the public comment period, which was published in the public notice to end on April 25, 2021. The letter was received from the Pokagon Band of Potawatomi Indians on April 12, 2021, stating that “after reviewing the details for the project referenced above, I have made the determination that there will be No Historic Properties in Area of Potential Effects (APE) significant to the Pokagon Band of Potawatomi Indians (Appendix D, page 78).” The text of the public notice and the affidavit of publication appear in Appendix D, pages 79-80.

This completes the Section 106 process and the responsibilities of the FHWA under Section 106 have been fulfilled.

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

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

	<u>Presence</u>	<u>Use</u>	
		Yes	No
<b>Parks &amp; Other Recreational Land</b>			
Publicly owned park	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Publicly owned recreation area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (school, state/national forest, bikeway, etc.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Programmatic Section 4(f)*	<input type="checkbox"/>	<b><u>FHWA</u></b> <b><u>Approval date</u></b>	
Individual Section 4(f)	<input type="checkbox"/>	<input type="text"/>	

	<u>Presence</u>	<u>Use</u>	
		Yes	No
<b>Wildlife &amp; Waterfowl Refuges</b>			
National Wildlife Refuge	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
National Natural Landmark	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State Wildlife Area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State Nature Preserve	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	<u>Evaluations</u> <u>Prepared</u>	<b><u>FHWA</u></b> <b><u>Approval date</u></b>
Programmatic Section 4(f)*	<input type="checkbox"/>	
“De minimis” Impact*	<input type="checkbox"/>	
Individual Section 4(f)	<input type="checkbox"/>	<input type="text"/>

	<u>Presence</u>	<u>Use</u>	
		Yes	No
<b>Historic Properties</b>			
Sites eligible and/or listed on the NRHP	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	<u>Evaluations</u> <u>Prepared</u>	<b><u>FHWA</u></b>
	<input type="checkbox"/>	

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Programmatic Section 4(f)\*  
 "De minimis" Impact\*  
 Individual Section 4(f)


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

Based on a desktop review, site visits on July 16, 2019, July 24, 2019, July 26, 2019, August 07, 2019, August 08, 2019, August 14, 2019, August 19, 2019, September 04, 2019, September 05, 2019, September 10, 2019, September 11, 2019, November 05, 2019, November 06, 2019, May 01, 2020, May 04, 2020, May 07, 2020 and September 01, 2020 by Little River Consultants, the aerial map of the project area (Appendix F, pages 75-79), the March 2021 800.11 (e) Documentation and Effects Finding prepared by Green 3 LLC, now SJCA (Appendix D, page 7-53), and the three RFI reports completed to encompass the entire project area (Appendix E, pages 9, 10, 23, 34 and 35), there are six potential 4(f) resources located within the 0.5-mile search radius.

Pine Village Elementary School is located on the eastern limits of Pine Village along SR 26. A small amount of permanent right-of-way will be required along the frontage to SR 26 along with temporary ROW at the east drive. Bus routes will likely be affected by road closures and detours. The school contains the only playground and athletic fields in town, which could be considered a Section 4(f) resource. However, because the playground and athletic fields will not be impacted and access will not be restricted, a Section 4(f) evaluation was not completed. Additionally, Little River Consultants spoke with the Principal of Pine Village Elementary School on April 15, 2021. The Principal expressed that the school does not consider the playground and athletic fields a 4(f) resource, and that they were very excited for the project to be implemented. Therefore, it was concluded Pine Village Elementary School is not a 4(f) resource and no 4(f) use is expected.

Additionally, five resources in the APE are recommended eligible for the National Register of Historic Places:

1. The Builta-Rhode Farm (#171-513-05008) is a Craftsman-style house, built c. 1920. A barn and a Folk Victorian-style gable front house are also associated with the property. The property is recommended eligible for listing in the NRHP under Criterion C for its embodiment of significant characteristics of the Craftsman architectural style. No right-of-way is anticipated to be acquired from this property. The proposed project will involve roadway resurfacing and the widening of the road's shoulders adjacent to the southwest corner of the property.
2. Knights of Pythias Building (IHSII No. 171-513-06005) is an Italianate-style commercial structure, built c. 1900. It is recommended eligible for listing in the NRHP under Criterion A for its association with the Knights of Pythias fraternal order and under Criterion C for its embodiment of significant characteristics of the Italianate architectural style. No right-of-way is anticipated to be acquired from this property. All work will occur on the curb face in front of the building. The project involves the installation of one new inlet in the curb and sidewalk that will be notched out and replaced. The existing modern sidewalk will be replaced. The existing roadway will be resurfaced; parking will be modified from angled pull-in spots to parallel parking spots on both sides of the street; and there will be updates to the pavement markings. None of these project elements will alter historic features of the Knights of Pythias Building.

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3. The Pine Village Methodist Church (#171-513-06007) is a church, built in 1885, styled with Gothic Revival and Italianate elements and a sanctuary addition constructed in 1903. It is recommended eligible for listing in the NRHP under Criterion C for its embodiment of significant characteristics of the Gothic Revival and Italianate architectural styles. No right-of-way is anticipated to be acquired from the proposed historic boundary of the church, which is located approximately 130 feet east of the project limits. However, right-of-way will be taken on the northeast corner of Church St. and SR 26, which is property that the church recently acquired. Prior to the church's acquisition of that property, there was a house located on it; however, that house has since been demolished. There will be resurfacing of the roadway on SR 26 and shoulder widening north of Church St. To the south of Church St., the placement of new curbs has been proposed and the curb ramp on the southeast corner of the intersection of SR 26 and Church St. is being replaced. In addition, representatives of the church have planned to construct new sidewalks on the north side of Church St. from the church to the northeast corner of the intersection of SR 26 and Church St. after the project is complete. No historic elements of the church will be affected by any of this work.
  4. The Pine Village Post Office IHSSI #171-513-06004 is a U.S. Post Office, built in 1969. It was constructed with elements of the Colonial Revival style dictated by the post office construction style guide. It is recommended eligible for listing in the NRHP under Criterion A due to its significance in Community Planning and Development. No right-of-way is anticipated to be acquired from this resource. The project involves roadway resurfacing with the addition of new curbs. The existing modern driveway to the post office will be replaced and a new storm sewer inlet will be installed. Because there are no existing curb ramps located at the intersection of SR 26 and Jefferson St., new curb ramps will be installed at all four corners of the intersection. The existing pull-off from the roadway on SR 26 in front of the U.S. Postal Service mailbox will be maintained. The mailbox will remain in place.
  5. The Mud Pine Creek IN 26 Bridge (#171-513-10008, NBI #6620) was previously recommended eligible for the National Register of Historic Places. It is a riveted Warren pony truss bridge, constructed in 1933. It is recommended eligible for listing in the National Register of Historic Places (NRHP) under Criterion C since the bridge represents important innovations in bridge construction and retains the historic integrity necessary to convey its engineering significance. No right-of-way is anticipated to be acquired at the bridge. Further, there is a proposed paving exception at the bridge. Work surrounding the bridge will involve only widening and resurfacing of the roadway on either side of the bridge.
- None of the above-mentioned resources will be impacted. Therefore, no 4(f) use is expected.

**Section 6(f) Involvement**

Presence

Use

**Section 6(f) Property**

Yes

No

*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 the Act prohibits conversion of lands purchased with LWCF monies to a non-recreation use.

A review of 6(f) properties on the INDOT website, <https://www.in.gov/indot/2523.htm>, revealed a total of eighteen (18) properties in Tippecanoe County and none in Warren County (Appendix I, page 1). 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:

This project is included in the Fiscal Year (FY) 2020-2024 Statewide Transportation Improvement Program (STIP) (Appendix H, pages 1-3). The project is also included in the Area Plan Commission of Tippecanoe County Transportation Improvement Program (TIP).

This project is located in Warren and Tippecanoe Counties, which are currently in attainment for all criteria pollutants according to IDEM (<https://www.in.gov/idem/airquality/2339.htm>). Therefore, the conformity procedures of 40 CFR Part 93 do not apply.

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

### SECTION F - NOISE

#### Noise

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

	No	Yes/ Date
ES Review of Noise Analysis	<input checked="" type="checkbox"/>	

Remarks:

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

### SECTION G – COMMUNITY IMPACTS

#### Regional, Community & Neighborhood Factors

Will the proposed action comply with the local/regional development patterns for the area? Yes  No

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?

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

X	
---	--

Does the community have an approved transition plan?

	X
--	---

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

	X
--	---

Does the project comply with the transition plan? (explain in the remarks box)

--	--

Remarks: Pine Village held the first annual Vintage Football Festival August 10, 2019. A member of the Pine Village Committee for Community Enhancement confirmed that the football festival is the only planned community event that will be held within the project area. The festival did not take place in 2020 but will be held on August 14, 2021. Moving forward the festival is planned to be held annually on the second Saturday in August. The Town of Pine Village is a small community and does not have a transition plan; however, this project primarily maintains existing infrastructure. Additionally, coordination has been ongoing with the community to comply with local development. The designer has been working very closely with local officials to minimize disruption to future events.

### Indirect and Cumulative Impacts

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

Yes	No
	X

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.

This project will not permanently alter the alignment of SR 26 and will have no long-term impacts to school bus or emergency vehicle routes, though a temporary disruption of these services may occur during construction due to road closures and detours. However, the structural overlay, road widening, and the addition of shoulders will result in increased safety to motorists and equipment operators. Additionally, improved access and turning radii for trucks in Pine Village will improve the safety of the roadway and sidewalks through town for both pedestrians and motorists.

### 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
	X

Remarks: Based on a desktop review, site visits on July 16, 2019, July 24, 2019, July 26, 2019, August 07, 2019, August 08, 2019, August 14, 2019, August 19, 2019, September 04, 2019, September 05, 2019, September 10, 2019, September 11, 2019, November 05, 2019, November 06, 2019, May 01, 2020, May 04, 2020, May 07, 2020 and September 01, 2020 by Little River Consultants, the aerial map of the project area (Appendix B, pages 14-18), and the three RFI reports prepared to encompass the project area (Appendix E, pages 1-44), there is one (1) school in combination with one (1) recreational facility within the 0.5 mile search radius. There are also four (4) religious facilities, four (4) cemeteries, and one (1) pipeline within the 0.5 mile search radius. The school, recreation facility, religious facilities, cemeteries and pipelines are within or adjacent to the project area.

Pine Village Elementary School is located on the eastern limits of Pine Village along SR 26. A small amount of permanent right-of-way will likely be required along the frontage to SR 26. Bus routes will likely be affected by road closures and detours. The school also contains the only playground and athletic fields in town. Recreational portions of the property will not be affected. An early coordination letters was sent to the Metropolitan School District of Warren County Board on February 17, 2020. The school district did not

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respond to the early coordination letter; however, Little River Consultants spoke with the Principal of Pine Village Elementary School on April 15, 2021. The Principal expressed that the school was very excited for the project to be implemented.

Access to the school, recreational facility, cemeteries and religious facilities will be maintained during construction. There will be no impacts to the religious facilities or cemeteries. No cemeteries are located within 100 feet of the project area; therefore, no cemetery plan is required.

According to the RFI reports, an Indiana Gas pipeline is located 0.05 miles north of the eastern leg of the project. However, an 811 ticket and desktop investigation were performed early on in the utility coordination process to identify any and all utilities located within the project limits. No records or indications of this pipeline were identified throughout this process.

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

**Environmental Justice (EJ)** (Presidential EO 12898)

During the development of the project were EJ issues identified?  
Does the project require an EJ analysis?

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

If YES, then:

Are any EJ populations located within the project area?

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

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

Remarks:

Under FHWA Order 6640.23A, FHWA and the project sponsor, as a recipient of funding from FHWA, are responsible to ensure that their programs, policies, and activities do not have a disproportionately high and adverse effect on minority or low-income populations. Per the current INDOT Categorical Exclusion Manual, an EJ Analysis is required for any project that has two or more relocations or 0.5 acres of additional permanent right-of-way. The project will require 65.66 acres of new permanent right-of-way. 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 Warren and Tippecanoe Counties. The community that overlaps the project area is called the affected community (AC). In this project, there are four AC's as the project falls within four townships. AC-1 is Shelby Township in Tippecanoe County. AC-2 is Adams Township, AC-3 is Medina Township and AC-4 is Pine Township, all in Warren County. 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 2018 US Census Bureau was obtained from the US Census Bureau Website <https://factfinder.census.gov/> on December 21, 2020 by Little River Consultants. Data sheets can be found in Appendix J. The data collected for minority and low-income populations within the AC are summarized in the below table.

	COC Tippecanoe and Warren County	AC-1 Shelby Township, Tippecanoe County, IN	AC-2 Adams Township, Warren County, IN	AC-3 Medina Township, Warren County, IN	AC-4 Pine Township, Warren County, IN
Percent Minority	17.9%	9.2%	0.9%	9.7%	1.8%
125% of COC	22.4%	9.2%	0.9%	9.7%	1.8%
EJ Population of Concern		No	No	No	No

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Percent Low-Income	18.4%	7.3%	6.3%	2.9%	0.0%
125% of COC	23%	7.3% < 23%	6.3% < 23%	2.9% < 23%	0% < 23%
EJ Population of Concern		No	No	No	No

AC-1, Shelby Township has a percent minority of 9.2% which is below 50% and is below the 125% COC threshold. AC-2, Adams Township has a percent minority of 0.9% which is below 50% and is below the 125% COC threshold. AC-3, Medina Township has a percent minority of 9.7% which is below 50% and is below the 125% COC threshold. AC-4, Pine Township has a percent minority of 1.8% which is below 50% and is below the 125% COC threshold. Therefore, AC-1, AC2, AC3 and AC4 are not minority populations of EJ concern.

AC-1, Shelby Township has a percent low-income of 7.3% which is below 50% and is below the 125% COC threshold. AC-2, Adams Township has a percent low-income of 6.3% which is below 50% and is below the 125% COC threshold. AC-3, Medina Township has a percent low-income of 2.9% which is below 50% and is below the 125% COC threshold. AC-4, Pine Township has a percent low-income of 0% which is below 50% and is below the 125% COC threshold. Therefore, AC-1, AC2, AC3 and AC4 are not low-income populations of EJ concern.

This project will not permanently alter the alignment of SR 26 and will have no long-term impacts to school bus or emergency vehicle routes, though a temporary disruption of these services may occur during construction due to road closures and detours. Additionally, the project will ultimately increase road safety and extend the life of the roadway while enhancing adjacent facilities and infrastructure. The project will not cause a high or adverse impact to any EJ populations.

**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
<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"/>

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

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

Remarks: No relocations of people, businesses or farms will take place as a result of this project. However, four utilities will be relocated to accommodate construction. The utilities are Warren County REMC, AT&T, Nipsco Gas, and Nipsco Electric.

**SECTION H – HAZARDOUS MATERIALS & REGULATED SUBSTANCES**

**Documentation**

**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?

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**No Yes/ Date**

<b>ES Review of Investigations</b>	April 29 and 30, 2020
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*Include a summary of findings for each investigation.*

Remarks: Based on a review of GIS and available public records, the project RFIs were approved on June 1, 2020 by INDOT Site Assessment and Management (Appendix E, Page 1-44). Four (4) UST (Underground Storage Tank Sites), one (1) CFO (Confined Feeding Operation), two (2) NPDES (National Pollution Discharge Elimination System) Facilities, and one (1) NPDES Pipe Location are located within 0.5 mile of the project area; however, no hazmat sites were identified in or within 0.5 mile of the project area that will impact the project. Further investigation for hazardous material concerns is not required at this time.

### SECTION I – PERMITS CHECKLIST

**Permits** (mark all that apply) Likely Required

<b>Army Corps of Engineers (404/Section10 Permit)</b>	
Individual Permit (IP)	<input type="checkbox"/>
Nationwide Permit (NWP)	<input type="checkbox"/>
Regional General Permit (RGP)	<input checked="" type="checkbox"/>
Pre-Construction Notification (PCN)	<input type="checkbox"/>
Other	<input type="checkbox"/>
Wetland Mitigation required	<input type="checkbox"/>
Stream Mitigation required	<input type="checkbox"/>
<b>IDEM</b>	
Section 401 WQC	<input checked="" type="checkbox"/>
Isolated Wetlands determination	<input checked="" type="checkbox"/>
Rule 5	<input checked="" type="checkbox"/>
Other	<input type="checkbox"/>
Wetland Mitigation required	<input checked="" type="checkbox"/>
Stream Mitigation required	<input type="checkbox"/>
<b>IDNR</b>	
Construction in a Floodway	<input type="checkbox"/>
Navigable Waterway Permit	<input type="checkbox"/>
Lake Preservation Permit	<input type="checkbox"/>
Other	<input type="checkbox"/>
Mitigation Required	<input type="checkbox"/>
<b>US Coast Guard Section 9 Bridge Permit</b>	
Others (Please discuss in the remarks box below)	<input type="checkbox"/>

Remarks: A USACE Section 404 permit and an IDEM Section 401 Water Quality Certification and Rule 5 are likely to be required for this project.

Applicable recommendations are included in the Environmental Commitments section of this document. If permits are found to be necessary, the conditions of the permit would be requirements of the project and would supersede these recommendations. It is the responsibility of the project sponsor to identify and obtain all required permits.

While two floodplains are located within the project, neither bridge associated with the floodplains are being impacted. However, due to road widening outside of the bridge areas, fill will be placed within the floodplain, but outside of the floodway. A Construction in a Floodway permit will not be required.

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**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. If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately. (INDOT ESD and INDOT District)
2. It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access. (INDOT ESD)
3. Workers who are working in or near water with E. coli or that are impaired for PCBs in fish tissue should take care to wear appropriate PPE, observe proper hygiene procedures, including regular hand washing, and limit personal exposure. (INDOT SAM)
4. Lighting AMM1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)
5. Tree Removal AMM1: Modify all phase/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal.
6. Tree Removal AMM2: Apply time of year restrictions (April 1 – September 30) for tree removal when bats are not likely to be present, or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/ rail surface and outside of documented roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed. (USFWS, IDNR-DFW)
7. 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)
8. 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)
9. 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)
10. Structures CV 026-086-14.19 and CV 026-079-24.58 have shown evidence of use (i.e. nests) by a bird species protected under the Migratory Bird Treaty Act (MBTA) during the September 1, 2020 inspection. Avoidance and minimization measures must be implemented prior to the start of and during the nesting season. Nests without eggs or young should be removed prior to construction during the non-nesting season (September 8 – April 30) and during the nesting season if no eggs or young are present. Nests with eggs or young cannot be removed or disturbed during the nesting season (May 1 - September 7). Nests with eggs or young should be screened or buffered from active construction. Details of the required procedures are outlined in the "Potential Migratory Bird on Structure USP" (INDOT)
11. SHPO stated there was insufficient information regarding two sites (12-Wa-0259 and 12-Wa-0258) to determine whether it is eligible for inclusion in the NRHP. SHPO recommended the sites be clearly marked and avoided by the project. If avoidance is not possible, then additional archaeological investigations may be necessary. Sites should be marked as "Sensitive Areas-do not disturb" on the plan sheets. (SHPO)
12. The existing pull-off from the roadway on SR 26 in front of the U.S. Postal Service mailbox will be maintained. The mailbox will remain in place. The mailbox will be marked as "Do Not Disturb" on the plan sheets. (SHPO)
13. No traffic restrictions will be permitted for Des. No. 1601105 until the completion and removal of detour for all work associated with Des. No. 1400249 (INDOT).
14. 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 1 2022, an inspection of the structure by

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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).

**For Further Consideration:**

1. Revegetate all bare and disturbed areas that are not currently mowed and maintained with a mixture of grasses, sedges, and wildflowers native to Central Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion; turf-type grasses (including low-endophyte, friendly endophyte, and endophyte free tall fescue but excluding all other varieties of tall fescue) may be used in currently mowed areas only. (IDNR-DFW)
2. 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)
3. The new, replacement, or rehabbed structure, and any bank stabilization under the structure, should not create conditions that are less favorable for wildlife passage under the structure compared to the current conditions. (IDNR-DFW)

### 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:

1. Indiana Geological Survey – Automated response generated February 17, 2020
2. Environmental Coordinator, IDNR, Division of Fish & Wildlife – Sent February 17, 2020 – Response received March 17, 2020
3. Indiana Department of Environmental Management, Roadway – Automated letter generated February 17, 2020 – signed March 12, 2020
4. Indiana Department of Environmental Management, Proximity to WPA – Automated response February 21, 2020
5. US Department of Housing & Urban Development - Sent February 17, 2020 - No response
6. US Fish & Wildlife Service – Sent March 12, 2020 – Response received April 6, 2020
7. Regional Environmental Coordinator, Midwest Regional Office, National Park Service - Sent February 17, 2020 - No Response
8. State Conservationist, NRCS – Sent February 17, 2020 – Coordination occurred February 18, 2020, response received March 4, 2020
9. U.S. Army Corps of Engineers – Sent February 17, 2020 - No response
10. Warren County Commissioners – Sent February 17, 2020 - No response
11. Warren County Highway Department – Sent February 17, 2020 - No response
12. Warren County Surveyor – Sent February 17, 2020 - No response
13. Warren County Floodplain Administrator - Sent February 4, 2021 – Phone conversation, February 4, 2021
14. Tippecanoe County Surveyor – Sent February 17, 2020 - No response
15. Tippecanoe County Commissioners – Sent February 17, 2020 - No response
16. Tippecanoe Highway Department – Sent February 17, 2020 - No response
17. Pine Village Fire Department – Sent February 17, 2020 - No response
18. Pine Village Street Commissioner – Sent February 17, 2020 - No response
19. Pine Village Clerk – Sent February 17, 2020 - No response
20. Metropolitan School District of Warren County Board – Sent February 17, 2020 - No response

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