

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

Road No./County:	State Road (SR) 250 / Switzerland County
Designation Number(s):	1800269
Project Description/Termini:	Small structure improvement project involving the culvert carrying SR 250 over an Unnamed Tributary (UNT) to Bear Branch, 4.61 miles east of SR 129.

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

Approval

_____	_____
INDOT DE Signature and Date	INDOT ESD Signature and Date

FHWA Signature and Date	

Release for Public Involvement

	 2021.09.10 16:24:38 -04'00'	
_____	_____	_____
INDOT DE Initials and Date		INDOT ESD Initials and Date

Certification of Public Involvement

INDOT Consultant Services Signature and Date

INDOT DE/ESD Reviewer Signature and Date: _____

Name and Organization of CE/EA Preparer: Victoria Veach, SJCA Inc.

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Part I – Public Involvement

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

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

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

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

Notice of Entry letters were mailed to potentially affected property owners near the project area on October 25, 2019, notifying them about the project and that individuals responsible for land surveying and field activities may be seen in the area. A sample copy of the Notice of Entry letter is included in Appendix G1.

The project will meet the minimum requirements described in the current *Indiana Department of Transportation (INDOT) Public Involvement Manual* which requires the project sponsor to offer the public an opportunity to submit comments and/or request a public hearing. Therefore, a legal notice will appear in a local publication contingent upon the release of this document for public involvement. This document will be revised after the public involvement requirements are fulfilled.

Public Controversy on Environmental Grounds

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

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

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

Sponsor of the Project: INDOT INDOT District: Seymour

Local Name of the Facility: SR 250 over UNT to Bear Branch

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

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

PURPOSE AND NEED:

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

Need

The existing structure is a temporary structure installed in 2018 to replace a failed concrete structure that had developed severe cracks, leaching, and spalling on the walls of the structure. The existing temporary structure was placed as an emergency response to maintain traffic on SR 250 until a permanent replacement could be designed and constructed. The lifespan of the existing temporary structure is approximately five years.

Purpose

The purpose of this project is to provide a structurally sound structure carrying SR 250 over UNT to Bear Branch in order to preserve a safe and functional roadway. The goal is to provide a structure that has a lifespan of 75 years.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Switzerland Municipality: Vevay

Limits of Proposed Work: Approximately 210 feet west of to approximately 180 feet east of structure

Total Work Length: 0.07 Mile(s) Total Work Area: 0.55 Acre(s)

Is an Interstate Access Document (IAD)¹ required?
If yes, when did the FHWA provide a Determination of Engineering and Operational Acceptability?

Yes1 No
Date: X

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

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

Location

This project is located on SR 250 at the structure carrying the roadway over an UNT to Bear Branch in Pleasant Township, Switzerland County, Indiana. The structure is approximately 4.61 miles east of SR 129 in Section 33, Township 4 N, Range 3 W and Section 4, Township 3 N, Range 3 W. Project location maps can be found in Appendix B1-B3.

Existing Conditions

SR 250 is a Rural Major Collector roadway with a posted speed limit of 55 miles per hour. The existing roadway includes two travel lanes approximately 9.5-foot (ft) wide. The shoulder width is minimal and there are no usable shoulders in the project area. A guardrail is located at the structure on both the north and south sides of the roadway. The existing structure is a temporary structure placed in 2018 following the failure of the original structure and consists of twin 36-inch (in) diameter corrugated metal pipes (CMPs) situated nearly perpendicular to the roadway. This structure carries drainage from the surrounding landscape from south to north under SR 250. One residential gravel drive is located within the project area on the south side of SR 250 approximately 200 ft west of the structure and one gravel drive is located adjacent to the project area on the south side of SR 250 approximately 165 ft east of the structure. This project is located in a rural area characterized by agriculture and rolling hills. The parcels immediately adjacent to the project are uncultivated, open fields with cultivated agriculture fields and scattered residential properties located in the vicinity of the project. A copper and fiber optic line are present in the project area on the north side of SR 250 and telecommunication and overhead electric lines are present on the south side of SR 250. Water lines are present in the project area on both the north and south side of SR 250.

Preferred Alternative

The preferred alternative is to replace the existing structure with a 5 ft high and 4 ft wide reinforced concrete box (RCB) culvert with a length of 56 ft. The new structure will be placed at a 33-degree skew, and the upstream streambed will be realigned to remove a 90-degree curve in the stream. The outlet of the new structure will be placed in the same location as the existing outlet. Wingwalls will be placed at the inlet of the new structure. Riprap will be placed at the inlet and outlet of the new structure. Riprap will also be placed in the ditches on the northwest, southwest, and southeast quadrants of the structure. The ditch in the southeast quadrant will also have new sod placed. The travel lanes crossing the structure will be widened to 11 ft, and 2 ft wide paved and 1 ft wide aggregate shoulders will be constructed on both sides. East and west of the structure the roadway width will taper to tie into the existing roadway width. Full depth hot mixed asphalt (HMA) will be required for a total of approximately 220 ft of SR 250 crossing the structure. West of the structure, a variable depth HMA wedge and level will be required for approximately 60 ft past the full depth HMA and an HMA mill and overlay will be required to tie all work into the existing roadway at the project termini. Approximately 60 ft of mill and overlay will be required at the western terminus and approximately 30 ft will be required at the eastern terminus. The proposed structure will be extended outside the obstruction-free zone and does not meet standards requiring guardrails; therefore, the existing guardrail will be removed and not replaced. This alternative meets the purpose and need of the project by providing a structurally sound culvert with a lifespan of 75 years.

Traffic will be maintained by closing the section of SR 250 that includes the project area and creating a detour utilizing SR 129, SR 56, and SR 101. The total project length will be approximately 390 ft along SR 250, and will include the existing structure, the immediately adjacent roadway along SR 250, and areas of incidental construction. These termini allow for construction of the proposed new structure and adjacent incidental roadway construction. The project will not rely on any other project for completion. Therefore, the project has logical termini and independent utility. Project plans and the maintenance of traffic plan can be viewed in Appendix B8-B16.

OTHER ALTERNATIVES CONSIDERED:

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

71-inch by 47-inch CMP

This alternative included replacing the existing temporary twin CMP structure with a 71 in high and 47 in wide CMP. The proposed structure length would match the existing structure length, and it was assumed that guardrails would be required on the north and south side of the roadway. Riprap would be required at the structure outlet for scour protection, and full-depth HMA pavement with transition milling on either side of the structure would be required. This alternative would provide a structurally sound structure, and the overall cost of construction would be lower than the preferred alternative. However, the lifespan of this alternative is around 50 years, and faster deterioration may require lining the pipe which would result in higher future maintenance costs. Additionally, the

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district prefers box culverts or three-sided structures over pipe culverts due their longer service life and lower maintenance costs. Therefore, this alternative was discarded from further consideration.

68-inch by 43-inch Reinforced Concrete Elliptical Culvert

This alternative included replacing the existing temporary twin CMP with a 68 in high and 43 in wide reinforced concrete elliptical pipe. The proposed structure length would match the existing structure length, and it was assumed that guardrails would be required on the north and south side of the roadway. Riprap would be required at the structure outlet for scour protection, and full-depth HMA pavement with transition milling on either side of the structure would be required. This alternative would meet the purpose and need of the project by providing a structurally sound structure with a similar lifespan as the preferred alternative, and the overall cost was the lowest of all considered alternatives. However, construction of this type of structure is more complicated than a box culvert, and the district prefers box culverts or three-sided structures. Therefore, this alternative was discarded from further consideration.

No Build / Do Nothing

A No Build alternative was considered. All costs and construction work would be saved, as no reconstruction or replacement of the SR 250 structure at the UNT to Bear Branch would occur. However, this alternative does not meet the purpose and need of the project as it does not address the structural deficiencies present; therefore, this alternative was dismissed.

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

It would not correct existing capacity deficiencies;

It would not correct existing safety hazards;

It would not correct the existing roadway geometric deficiencies;

It would not correct existing deteriorated conditions and maintenance problems; or

It would result in serious impacts to the motoring public and general welfare of the economy.

Other (Describe): The lifespan of the existing structure is approximately 5 years.

X

ROADWAY CHARACTER:

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

Name of Roadway:	<u>SR 250</u>			
Functional Classification:	<u>Rural Major Collector</u>			
Current ADT:	<u>653</u>	<u>VPD (2023)</u>	Design Year ADT:	<u>684</u>
Design Hour Volume (DHV):	<u>71</u>	<u>Truck Percentage (%)</u>	<u>9.49%</u>	<u>VPD (2043)</u>
Designed Speed (mph):	<u>55</u>	<u>Legal Speed (mph):</u>	<u>55</u>	

	Existing	Proposed	
Number of Lanes:	2	2	
Type of Lanes:	Through Lane	Through Lane	
Pavement Width:	9.5 ft.	11 ft.	
Shoulder Width:	N/A ft.	3 ft.	
Median Width:	N/A ft.	N/A ft.	
Sidewalk Width:	N/A ft.	N/A ft.	

Setting:	<input type="checkbox"/> Urban	<input type="checkbox"/> Suburban	<input checked="" type="checkbox"/> Rural
Topography:	<input checked="" type="checkbox"/> Level	<input type="checkbox"/> Rolling	<input type="checkbox"/> Hilly

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BRIDGES AND/OR SMALL STRUCTURE(S):

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

Structure/NBI Number(s): CV 250-078-51.30 Sufficiency Rating: N/A
 (Rating, Source of Information)

	Existing		Proposed	
Bridge/Structure Type:	Corrugated Metal Pipe		Reinforced Concrete Box	
Number of Spans:	N/A		N/A	
Weight Restrictions:	N/A	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	N/A	ft.	N/A	ft.
Outside to Outside Width:	N/A	ft.	N/A	ft.
Shoulder Width:	N/A	ft.	3	ft.

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

The project involves relocating the existing structure carrying SR 250 over UNT to Bear Branch. The existing structure (CV 250-078-51.30) consists of twin CMPs, each with a diameter of 36 in and length of 30 ft. These CMPs are a temporary structure placed in 2018 following the failure of the original 4 ft high and 3.2 ft wide three-sided concrete box culvert. Cofferdams will be placed at the inlet and outlet of the proposed structure and a pump around system will be used to prevent water from entering the culvert location during construction (Appendix B16). No other small structures are involved in this project.

MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

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

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

The MOT for the project will require a road closure for this section of SR 250 during construction. A detour utilizing SR 129, SR 56, and SR 101 is expected. The detour route length will be approximately 25.2 miles and will require an additional 14.3 miles of travel. Access to all properties will be maintained. Please see Appendix B10 for details of the planned MOT.

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

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ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: \$ 552,400 (2020/23) Right-of-Way: \$ 55,000 (2021) Construction: \$ 1,475,087 (2023)

Anticipated Start Date of Construction: December 2022 (Letting)

RIGHT OF WAY:

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	--	--
Commercial	--	--
Agricultural	--	--
Forest	--	--
Wetlands	--	--
Other: Privately-owned uncultivated, open fields	0.69	--
Other:	--	--
TOTAL	0.69	--

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

This project requires 0.69 acre of new permanent right-of-way (ROW). New permanent ROW will be acquired from adjacent privately-owned uncultivated, open parcels. No temporary ROW will be required to complete the project. The existing ROW ends at the edge of the roadway pavement, and the typical and maximum existing ROW in the project area is approximately 20 ft centered on the centerline of the roadway. The typical and maximum proposed ROW widths are approximately 80 ft and 120 ft, respectively, centered on the center line of the roadway. Existing and proposed ROW limits can be seen in the plans in Appendix B12.

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

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

SECTION A - EARLY COORDINATION:

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

Early coordination letters were sent on January 29, 2021 (Appendix C1 – C2).

Agency	Date Sent/Accessed	Response Date	Appendix
Indiana Geological & Water Survey (IGWS)	January 29, 2021	January 29, 2021	C4 – C6
Indiana Department of Environmental Management (IDEM)	January 29, 2021	January 29, 2021	C7 – C13
Natural Resources Conservation Services (NRCS)	January 29, 2021	February 19, 2021	C14
US Fish and Wildlife Service (USFWS)	January 29, 2021	February 25, 2021	C15 – C16
Indiana Department of Natural Resources (IDNR)	January 29, 2021	February 26, 2021	C17 – C19
Federal Highway Administration (FHWA)	January 29, 2021	No response	N/A
INDOT Project Manager	January 29, 2021	No response	N/A
INDOT Seymour District Environmental Section	January 29, 2021	No response	N/A
National Park Service (NPS)	January 29, 2021	No response	N/A
Switzerland County Commissioners	January 29, 2021	No response	N/A
Switzerland County Council	January 29, 2021	No response	N/A
Switzerland County Highway Department	January 29, 2021	No response	N/A
Switzerland County Soil & Water Conservation District	January 29, 2021	No response	N/A
Switzerland County Surveyor	January 29, 2021	No response	N/A
U.S. Department of Housing & Urban Development	January 29, 2021	No response	N/A
U.S. Army Corps of Engineers (USACE)	January 29, 2021	No response	N/A

Resource specific recommendations are included in the applicable sections of the environmental document. All applicable recommendations are included in the *Environmental Commitments* section of this CE document.

SECTION B – ECOLOGICAL RESOURCES:

	<u>Presence</u>	<u>Impacts</u>	
		<u>Yes</u>	<u>No</u>
Streams, Rivers, Watercourses & Other Jurisdictional Features	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Federal Wild and Scenic Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State Natural, Scenic or Recreational Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Nationwide Rivers Inventory (NRI) listed	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Outstanding Rivers List for Indiana	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Navigable Waterways	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Total stream(s) in project area: 415 Linear feet Total impacted stream(s): 310 Linear feet

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Stream Name	Classification	Total Size in Project Area (linear feet)	Impacted (linear feet)	Comments (i.e. location, flow direction, likely Water of the US, appendix reference)
UNT 1 to Bear Branch	Intermittent	165	148	UNT 1 to Bear Branch (UNT 1) flows south to north through project structure. UNT 1 is likely under USACE jurisdiction. Please see Appendix F17 for a map showing the location of this features.
UNT 2 to Bear Branch	Ephemeral	250	162	UNT 2 to Bear Branch (UNT 2) flows from west to east along the north side of SR 250. This is an ephemeral stream feature. INDOT acknowledges that this feature would likely not meet the definition of a Waters of the US. However, INDOT is requesting that the USACE take jurisdiction of UNT to Bear Branch. Please see Appendix F17 for a map showing the location of this feature.

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

Based on the desktop review, the aerial map of the project area (Appendix B3), and the Red Flag Investigation (RFI) report (Appendix E2-E3, E8), there are seven stream segments within the 0.5 mile search radius. There are three stream segments associated with UNT to Bear Branch present within and adjacent to the project area. Site visits on September 3, 2020 and April 16, 2021, by SJCA Inc. determined that there are two streams present within the project area.

A *Waters of the U.S. Determination / Wetland Delineation Report* was approved by the INDOT Ecology and Waterway Permitting Office on May 24, 2021. Please refer to Appendix F1-F40 for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that two streams, both UNTs to Bear Branch, flow through the project area. UNT 1 flows south to north through the project structure and has an Ordinary High Water Mark (OHWM) of 4.5 ft wide. It was determined that UNT 1 is likely jurisdictional under the USACE due to intermittent flow conditions and its connectivity to the Ohio River, a traditionally navigable waterway. UNT 2 flows from west to east along the north side of SR 250 and has an OHWM of 1 ft wide. UNT 2 exhibited ephemeral flow conditions and carries roadside drainage into UNT 1. INDOT acknowledges that UNT 2 would likely not meet the definition of a Waters of the US. However, INDOT is requesting that the USACE take jurisdiction of UNT 2. The USACE makes all final determinations regarding jurisdiction.

This project will replace the existing culvert with a new structure on a 33-degree skew. Approximately 67 linear ft of UNT 1 will be realigned by this project. A total of approximately 113 linear ft of UNT 1 will be permanently impacted by the stream realignment and the placement of riprap. Approximately 35 linear ft of UNT 1 will be temporarily impacted by this project. The lane widening associated with this project will cause approximately 162 ft of UNT 2 to be shifted north in order to maintain a ditch line. The impacts to these streams will require USACE Section 404 and IDEM Section 401 permits. Since impacts total above 300 linear ft, mitigation is likely to be required.

No Federal, Wild, and Scenic Rivers; State Natural, Scenic, and Recreational Rivers; Outstanding Rivers for Indiana; or navigable waterways or National Rivers Inventory waterways are present within or adjacent to the project area.

The IDEM automated early coordination response letter dated January 29, 2021, had recommendations to acquire the proper permits for work in waterways and that the physical disturbance of stream and riparian vegetation should be limited to only what is necessary to complete the project (Appendix C7 – C13).

The USFWS responded to the early coordination letter on February 25, 2021, with recommendations to avoid or minimize impacts to waterways within the project area. These included restricting below low-water work in streams to placement of culverts, riprap, and shaping slopes; restricting channel work to the extent necessary; minimizing the amount of riprap placed for bank stabilization; avoiding work within the inundated part of the stream during the fish spawning season (April 1 through June 30); and evaluating wildlife crossings (Appendix C15 – C16).

The IDNR early coordination response dated February 26, 2021, included recommendations to avoid or minimize impacts to waterways within the project area. Recommendations included to not place riprap in the streambed in a way that restricts fish and other aquatic organisms passing; to not place riprap below the OHWM; to use minimum 6 in graded riprap and to extend it below the normal water level to provide habitat for aquatic organisms; to place well graded aggregate or geotextile under the riprap; to restore the banks above

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the OHWM with a mixture of native grasses, sedges, wildflowers, shrubs, and trees; to not work in the waterway from April 1 through June 30; to minimize the in-channel disturbance and the clearing of trees and brush; to not excavate in the low flow area except for the removal of the old structure and the placement of riprap; to minimize the movement of resuspended bottom sediment from the immediate project area; and to develop a mitigation plan for unavoidable habitat impacts (Appendix C17-C19).

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

Open Water Feature(s)	Presence	Impacts	
		Yes	No
Reservoirs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lakes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Farm Ponds	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Retention/Detention Basin	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Storm Water Management Facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

Based on the desktop review, the aerial map of the project area (Appendix B3), and the RFI report (Appendix E2-E3, E8), there are eleven lakes within the 0.5 mile search radius. No open water features are present within or adjacent to the project area. This was confirmed by site visits on September 3, 2020 and April 16, 2021 by SJCA Inc. No impacts are expected.

A *Waters of the U.S. Determination/ Wetland Delineation Report* was approved by the INDOT Ecology and Waterway Permitting Office on May 24, 2021. Please refer to Appendix F1-F40 for the *Waters of the U.S. Determination/Wetland Delineation Report*. It was determined that there are no open water features or other water features identified in the review area. Therefore, no impacts to open water features are expected.

The IDEM automated early coordination response letter dated January 29, 2021, had recommendations to acquire permits from the appropriate agencies if work in the open water features is necessary for this project (Appendix C7-C13). All applicable recommendations are included in the *Environmental Commitments* section of this CE document.

Wetlands	Presence	Impacts	
	<input checked="" type="checkbox"/>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

Total wetland area: 0.01 Acre(s) Total wetland area impacted: 0.0 Acre(s)

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

Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments (i.e. location, likely Water of the US, appendix reference)
1	Emergent	0.01	0.0	Wetland 1 is located adjacent to UNT 1 northeast of the project structure. Wetland 1 drains to UNT 1, which drains to the Ohio River, a traditionally navigable waterway. Therefore, Wetland 1 is likely jurisdictional under the USACE.

Wetlands (Mark all that apply)	Documentation	ESD Approval Dates
Wetland Determination	<input checked="" type="checkbox"/>	<u>5/24/2021</u>
Wetland Delineation	<input checked="" type="checkbox"/>	<u>5/24/2021</u>
USACE Isolated Waters Determination	<input type="checkbox"/>	<input type="checkbox"/>

This is page 10 of 24 Project SR 250 over UNT to Bear Branch Small Structure Project August 11, 2021
 name: _____ Date: _____

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

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

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

Based on the desktop preview, the aerial map of the project area (Appendix B3), and the RFI report (Appendix E2-E3, E8), there are 27 wetlands located within the 0.5 mile search radius. According to the RFI report, one wetland is mapped within or adjacent to the project area. Site visits on September 3, 2020, and April 16, 2021, and the *Waters of the U.S. Determination/Wetland Delineation Report* determined that there are no mapped wetlands located within the project area, but that there is one unmapped wetland located within the project area (Appendix F1-F40).

A *Waters of the U.S. Determination/Wetland Delineation Report* was approved by the INDOT Ecology and Waterway Permitting Office on May 24, 2021. Please refer to Appendix F1-F40 for the *Waters of the U.S. Determination/Wetland Delineation Report*. It was determined that one emergent wetland is located within the project area. Wetland 1 is located adjacent to UNT 1 northeast of the project structure. Wetland 1 receives runoff from the surrounding hills and is likely inundated with water during high water or flood events at UNT 1. Wetland 1 does not provide habitat for aquatic flora and fauna and is dominated by a monoculture of narrow leaf cattail (*Typha angustifolia*), an invasive species. Based on these qualities, it was determined that Wetland 1 is poor quality. Wetland 1 extends beyond the project area boundary; approximately 0.01 acre of Wetland 1 is within the project area. Wetland 1 directly abuts and drains to UNT 1; therefore, it is likely a Waters of the U.S. The USACE makes all final determinations regarding jurisdiction.

This project will replace the structure carrying UNT 1 under SR 250. Wetland 1 is located within the area where new permanent ROW will be acquired, but outside the area where construction will occur; therefore, no permanent or temporary impacts to Wetland 1 are expected. Any work in a wetland area within right-of-way or in borrow/waste areas is prohibited unless specifically allowed in the USACE permit. Final project plans should include notations stating "Do Not Disturb" along wetland boundaries to indicate the wetland areas to be avoided.

The IDEM automated early coordination response letter dated January 29, 2021, had recommendations to obtain the proper permits for any impacts to wetlands (Appendix C7-C13).

The IDNR responded to early coordination on February 26, 2021, with the recommendations to not excavate or place fill in any riparian wetland and to contact the IDEM 401 and USACE 404 program for any impacts to wetlands. The IDNR also states that any impacts to wetland habitat should be mitigated at the appropriate ratio according to the 1991 INDOT/IDNR/USFWS Memorandum of Understanding (Appendix C17-C19).

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

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

Total terrestrial habitat in project area: 0.37 Acre(s) Total tree clearing: 0.04 Acre(s)

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

Based on a desktop review, site visits on September 3, 2020, and April 16, 2021, by SJCA Inc., and the aerial map of the project area (Appendix B3), the terrestrial habitat in the project area consists of grasses and wildflowers common along roadsides. Vegetation on the south side of SR 250 and along the roadside on both sides of SR 250 is dominated by common grasses such as tall fescue (*Schedonorus arundinaceus*) and red fescue (*Festuca rubra*). Vegetation north of the project structure and along the banks of UNT 1 is dominated by smooth brome (*Bromus inermis*), Canada goldenrod (*Solidago altissima*), annual ragweed (*Ambrosia artemisiifolia*), giant ragweed (*Ambrosia trifida*), Canada thistle (*Cirsium arvense*), and Autumn olive (*Elaeagnus umbellate*). Approximately 0.37 acre of terrestrial vegetation will be disturbed in order to replace the structure carrying UNT 1 under SR 250. Tree clearing is expected from the northwest side of the structure, with an estimated 0.04 acre to be cleared. These impacts are unavoidable, and avoidance would not allow the project to proceed. Impacts to terrestrial habitat have been minimized to the extent possible and will not extend beyond 100 ft from the existing roadway. Mitigation for these impacts is not anticipated to be necessary for this project.

The IDEM automated early coordination response letter dated January 29, 2021, had recommendations to limit the disturbance of vegetation and implement erosion and sediment control measures (Appendix C7-C13).

The USFWS responded to the early coordination letter on February 25, 2021, with recommendations to not clear trees or understory vegetation outside the construction zone boundaries, to restrict vegetation clearing to the minimum necessary for installation of the stream crossing structure, and to implement temporary erosion and sediment control methods within areas of disturbed soil and to revegetate all areas of disturbed soil according to INDOT's standard specifications upon project completion (Appendix C15-C16).

The IDNR early coordination response dated February 26, 2021, included recommendations to avoid and minimize impacts to botanical resources. Recommendations included mitigating tree removal of less than 1 acre in a non-wetland forest in a rural setting at a 1:1 ratio based on area; to revegetate all bare and disturbed areas that will not be mowed and maintained with a mixture of grasses, sedges, and wildflowers native to southeastern Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion; to use turf-type (including low-endophyte, friendly endophyte, and endophyte free tall fescue but excluding all other varieties of tall fescue) in regularly mowed areas only; to minimize and contain within the project limits tree and brush clearing; to not cut any trees suitable for Indiana bat or northern long-eared bat roosting (greater than 5 in diameter at breast height (dbh), living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30; to implement appropriately designed measures for controlling erosion and sediment to prevent sediment from entering the stream or leaving the construction site and to maintain these measures until construction is complete and all disturbed areas are stabilized; and to seed and protect all disturbed streambanks and slopes not protected by other methods that are 3:1 or steeper with erosion control blankets that are heavy-duty, biodegradable, and net free or that use loose-woven/Leno-woven netting to minimize the entrapment and snaring of small bodied wildlife such as snakes and turtles and to seed and apply mulch on all other disturbed areas (Appendix C17-C19).

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

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Protected Species

Federally Listed Bats

	Yes	No
Information for Planning and Consultation (IPaC) determination key completed	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Section 7 informal consultation completed (IPaC cannot be completed)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Section 7 formal consultation Biological Assessment (BA) required	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Determination Received for Listed Bats from USFWS: NE NLAA LAA

Other Species not included in IPaC

	Yes	No
Additional federal species found in project area (based on IPaC species list)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
State species (not bird) found in project area (based upon consultation with IDNR)	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Migratory Birds

	Yes	No
Known usage or presence of birds (i.e. nests)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
State bird species based upon coordination with IDNR	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Based on a desktop review and the RFI report (Appendix E1-E9), completed by SJCA Inc on September 28, 2020, the IDNR Switzerland County Endangered, Threatened, and Rare (ETR) Species List has been checked. According to the IDNR early coordination response letter dated February 26, 2021 (Appendix C17 – C19), the Natural Heritage Program's Database has been checked and no other plant or animal species listed as state or federally threatened, endangered, or rare have been reported to occur in the project vicinity.

Indiana Bat and Northern Long-Eared Bat

Project information was submitted through the USFWS's Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C20-C25). The project is within range of the federally endangered Indiana Bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (NLEB) (*Myotis septentrionalis*). No additional species were generated in the IPaC species list other than the Indiana Bat and NLEB.

The project qualifies for the *Range-wide Programmatic Informal Consultation for the Indiana Bat and the Northern Long-Eared Bat (NLEB)*, dated May 2016 (revised February 2018), between FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS. An inspection of the culvert occurred on September 3, 2020, and no bats or signs no bats were seen in the structure (Appendix C39). An effect determination key was completed on June 8, 2021 and based on the responses provided, the project was found "not likely to adversely affect" the Indiana Bat and/or the NLEB (Appendix C26 – C37). INDOT reviewed and verified the effect finding on June 14, 2021, and requested USFWS's review of the finding (Appendix C38). 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) provided include recommendations to alter the project to avoid tree removal, restrictions that limit the timing of tree removal, ensuring that any tree removal is limited to that specified in the project plans and ensuring that contractors understand the clearing limits, prohibiting the removal of documented Indiana bat or NLEB roosts or foraging habitat, and to direct any temporary lighting away from bat habitat. Avoidance and Mitigation Measures (AMMs) are included as firm commitments in the *Environmental Commitments* section of this document.

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

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Geological and Mineral Resources

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

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

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

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

Based on a desktop review, the project is located outside the designated karst region of Indiana as outlined in the October 13, 1993 Memorandum of Understanding (MOU). According to the topographic map of the project area (Appendix B2) and the RFI report (Appendix E2-E3, E8), there are no karst features identified within or adjacent to the project area. In the early coordination response, the IGWS did not indicate that karst features exist in the project area (Appendix C4-C6). The IGWS response stated that no geological hazards, sand and gravel resources, or active or abandoned mines were documented in the area; however, they stated that there is a low potential for bedrock resources in this area. The features will not be affected because the project is not within the vicinity of any bedrock resources and involves the replacement of an existing structure. Response from IGWS has been communicated with the designer on January 29, 2021. No impacts are expected.

SECTION C – OTHER RESOURCES

	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
Drinking Water Resources			
Wellhead Protection Area(s)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Source Water Protection Area(s)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Water Well(s)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Urbanized Area Boundary	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Public Water System(s)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Is the project located in the St. Joseph Sole Source Aquifer (SSA):		Yes	No
If Yes, is the FHWA/EPA SSA MOU Applicable?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
If Yes, is a Groundwater Assessment Required?		<input type="checkbox"/>	<input type="checkbox"/>

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

Sole Source Aquifer

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

Wellhead Protection Area and Source Water

The IDEM Wellhead Proximity Determinator website (<https://www.in.gov/idem/cleanwater/pages/wellhead/>) was accessed on February 16, 2021, by SJCA Inc. This project is not located within a Wellhead Protection Area or Source Water Area. No impacts are expected.

Water Wells

The IDNR Water Well Record Database website (<https://www.in.gov/dnr/water/3595.htm>) was accessed on February 16, 2021, by SJCA Inc. No wells are located near this project. Therefore, no impacts are expected.

Urban Area Boundary

Based on a desktop review of the INDOT MS4 website (<https://entapps.indot.in.gov/MS4/>) by SJCA Inc on February 16, 2021, this project is not located in an Urban Area Boundary location. No impacts are expected.

Public Water System

Based on a desktop review, site visits on September 3, 2020, and April 16, 2021, by SJCA Inc, the aerial map of the project area (Appendix B3), and the project plans (Appendix B11), there is a public water system identified in this area, owned by Patriot Municipal Utilities. An 8 in water line present on the south side of SR 250 will be relocated to accommodate the new structure. A 4 in water line is present on the north side of SR 250; coordination between the designer and the utility owner regarding impacts to this water line is ongoing.

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

If applicable, indicate the Floodplain Level?

Level 1 Level 2 Level 3 Level 4 Level 5

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

The IDNR Indiana Floodway Information Portal website (<https://dnrmmaps.dnr.in.gov/appsphp/fdms/>) was accessed on February 16, 2021, by SJCA Inc. This project is not located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix F16). Therefore, it does not fall within the guidelines for the implementation of 23 CFR 650, 23 CFR 771, and 44 CFR. No impacts are expected.

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

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

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

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

Based on a desktop review, site visits on September 3, 2020, and April 16, 2021, by SJCA Inc., and the aerial map of the project area (Appendix B3), there is farmland as defined by the Farmland Protection Policy Act (FPPA) adjacent to the project area. This project will not convert any farmland because the constructions limits are completely outside the existing farmland and no ROW will be taken from the surrounding farmland. An early coordination letter was sent on January 29, 2020, to the NRCS. The NRCS responded on February 17, 2021, stating that the project will not cause a conversion of prime farmland (Appendix C14). No alternatives other than those previously discussed in this document will be investigated without reevaluating impacts to prime farmland.

SECTION D – CULTURAL RESOURCES

Minor Projects PA	Category(ies) and Type(s) <input type="text" value="Category B, Types 4 and 9"/>	INDOT Approval Date(s) <input type="text" value="June 9, 2021"/>	N/A <input type="text" value=""/>
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Full 106 Effect Finding

No Historic Properties Affected No Adverse Effect Adverse Effect

Eligible and/or Listed Resources Present

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

Documentation Prepared (mark all that apply)	ESD Approval Date(s)	SHPO Approval Date(s)
APE, Eligibility and Effect Determination	<input type="text"/>	<input type="text"/>
800.11 Documentation	<input type="text"/>	<input type="text"/>
Historic Properties Report or Short Report	<input type="text"/>	<input type="text"/>
Archaeological Records Check and Assessment	<input type="text"/>	<input type="text"/>
Archaeological Phase Ia Survey Report	<input checked="" type="checkbox"/>	<input type="text"/>
Archaeological Phase Ic Survey Report	<input type="text"/>	<input type="text"/>
Other:	<input type="text"/>	<input type="text"/>

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

If the project falls under the MPPA, describe the category(ies) that the project falls under and any approval dates. If the project requires full Section 106, use the headings provided. The completion of the Section 106 process requires that a Legal Notice be published in

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local newspapers. Please indicate the publication date, name of the paper(s) and the comment period deadline. Include any further Section 106 work which must be completed at a later date, such as mitigation from a MOA or avoidance commitments.

On June 9, 2021, the INDOT Cultural Resource Office (CRO) determined that this project falls within the guidelines of Category B, Type 9 under the Minor Projects Programmatic Agreement (Appendix D1-D4). MPPA Category B, Type 9 projects include the installation, replacement, repair, lining, or extension of culverts and other drainage structures. This project does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource. This project will occur in undisturbed soils and an Archaeological Phase Ia Survey Report was completed on March 24, 2021. The records check did not find any records of an archaeological investigation or site within the project area and the archaeological reconnaissance did not find any cultural materials. It was recommended that the project be allowed to proceed with no additional archaeological investigation. No further consultation is required. This completes the Section 106 process and the responsibilities of the FHWA under Section 106 have been fulfilled.

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

	<u>Presence</u>	<u>Use</u>	
		Yes	No
Parks and Other Recreational Land			
Publicly owned park	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Publicly owned recreation area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (school, state/national forest, bikeway, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildlife and Waterfowl Refuges			
National Wildlife Refuge	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
National Natural Landmark	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State Wildlife Area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State Nature Preserve	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Historic Properties			
Site eligible and/or listed on the NRHP	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
 <u>Evaluations</u>			
	<u>Prepared</u>		
Programmatic Section 4(f)	<input type="checkbox"/>		
“De minimis” Impact	<input type="checkbox"/>		
Individual Section 4(f)	<input type="checkbox"/>		
Any exception included in 23 CFR 774.13	<input type="checkbox"/>		

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

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

Based on a desktop review, the aerial map of the project area (Appendix B3), and the RFI report (Appendix E1, E7), there are no potential 4(f) resources located within the 0.5 mile search radius. Site visits on September 3, 2020, and April 16, 2021, by SJCA Inc. confirmed that there are no Section 4(f) resources within or adjacent to the project area. Therefore, no use is expected.

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Section 6(f) Involvement

Presence

Use

Section 6(f) Property

Yes

No

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

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

A review of 6(f) properties on the INDOT ESD website revealed a total of two properties in Switzerland County (Appendix I1). None of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to 6(f) resources.

SECTION F – Air Quality

STIP/TIP and Conformity Status of the Project

Is the project in the most current STIP/TIP?

Yes

No

Is the project located in an MPO Area?

No

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

No

If Yes, then:

Is the project in the most current MPO TIP?

No

Is the project exempt from conformity?

No

If No, then:

Is the project in the Transportation Plan (TP)?

No

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

No

Location in STIP:

FY 2020-2024 STIP

Name of MPO (if applicable):

Location in TIP (if applicable):

Level of MSAT Analysis required?

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

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

STIP/TIP

The Fiscal Year (FY) 2020-2024 Statewide Transportation Improvement Program (STIP) is listed based on the lead Des number in the contract. The lead Des number for this contract is 1800289. The FY 2020-2024 STIP includes Des number 1800269 by reference with the contract number B-41448 (Appendix H1-H2).

Attainment Status

This project is located in Switzerland County, which is currently in attainment for all criteria pollutants according to IDEM's Current and Historical List of Nonattainment Areas by County and the Map of Current Nonattainment Areas (<https://www.in.gov/idem/airquality/information-about/nonattainment/nonattainment-status-for-indiana-counties/>) as well as the United States Environmental Protection Agency (EPA) Nonattainment Areas for Criteria Pollutants Green Book (<https://www.epa.gov/green-book>). Therefore, the conformity procedures of 40 CFR Part 93 do not apply.

MSAT

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

This is page 18 of 24 Project name:

SR 250 over UNT to Bear Branch Small Structure Project

Date: August 11, 2021

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SECTION G - NOISE

Noise

Yes No

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

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

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

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

SECTION H – COMMUNITY IMPACTS

Regional, Community & Neighborhood Factors

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

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

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

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

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

Does the community have an approved transition plan?

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

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

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

This project will not result in induced changes in the pattern of land use, the population density, or the growth rate of the area. It will not have a substantial impact on community cohesion, local tax bases, or property values. Minor decreases in property value may occur for properties that will require ROW acquisition. ROW acquisition will conform with the Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act).

An approved Americans with Disabilities Act (ADA) Transition Plan was not found on the Switzerland County government webpage. An email asking about the development of an ADA Transition Plan was sent to a representative of the Building Inspector, Planning, and Zoning Department of Switzerland County on August 3, 2021, and a follow up email was sent on August 6, 2021. No response was received. This project does not involve sidewalks or public facilities that would need to comply with an ADA Transition Plan.

The Comprehensive Plan of Switzerland County, created in 1996, includes the goal of developing public ways. This project complies with the comprehensive plan by providing a structurally sound and hydraulically adequate structure carrying SR 250 over UNT to Bear Branch in order to preserve a safe and functional roadway. The Comprehensive Plan of Switzerland County, including the Thoroughfare Plan of Switzerland County, can be accessed at <https://switzerlandusa.com/wp-content/uploads/2018/06/96CompPlan.pdf>.

A search of local festivals, fairs, and events that could potentially be impacted by this project was conducted on February 16, 2021, by SJCA Inc. The following sources were evaluated: the Town of Vevay website (<http://vevaytownhall.org/>), the Switzerland County Government website (<http://www.switzerland-county.com/>), and the Switzerland County Tourism website (<https://switzcotourism.com/>). Only one local recurring event was found, an annual Swiss Wine Festival in Vevay, Indiana, approximately 9 mi south of the project area. If construction occurs during this festival, the closure of SR 250 and the detour may pose an inconvenience to motorists traveling to the event, but the project will not directly impact the event. This section of SR 250 was not found to be part of any scenic byway, historic road or trail, wine trail, or have any known features that would make the road a destination in and of itself. The road closure and detour may temporarily impact motorists traveling to school or other community events in the surrounding areas; however, no

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significant delays are expected, and all inconveniences to motorists will cease upon project completion. Refer to the MOT plan in Appendix B10.

Public Facilities and Services

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

Based on a desktop review, the aerial map of the project area (Appendix B3), and the RFI report (Appendix E1-E5), there is one privately owned natural gas pipeline located within the 0.5 mile search radius. A review of the project plans (Appendix B11) and site visits on September 3, 2020, and April 16, 2021, by SJCA Inc. revealed that a copper and fiber optic line are present in the project area on the north side of SR 250 and that telecommunication and overhead electric lines are present on the south side of SR 250. The copper and fiber optic lines will be relocated to accommodate the new structure. No impacts will occur the communication and overhead electric lines or to the natural gas pipeline. Utility coordination is ongoing between the project designer and utility companies and will continue until the project is completed.

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?

If YES, then:

Are any EJ populations located within the project area?

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

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

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

Under FHWA Order 6640.23A, FHWA and the project sponsor, as a recipient of funding from FHWA, are responsible to ensure that their programs, policies, and activities do not have a disproportionately high and adverse effect on minority or low-income populations. Per the current INDOT Categorical Exclusion Manual, an Environmental Justice (EJ) Analysis is required for any project that has two or more relocations or 0.5 acre of additional permanent right-of-way. The project will require 0.69 acre of new permanent ROW. Therefore, an EJ Analysis is required.

Potential EJ impacts are detected by locating minority and low-income populations relative to a reference population to determine if populations of EJ concern exists and whether there could be disproportionately high and adverse impacts to them. The reference population may be a county, city, or town, and is called the community of comparison (COC). In this project, the COC is Switzerland County. The community that overlaps the project area is called the affected community (AC). In this project, the AC is Census Tract 9658. 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 2017 ACS 5-Year Estimates was obtained from the US Census Bureau Website (<https://data.census.gov/cedsci/>) on February 16, 2021, by SJCA Inc. The data collected for minority and low-income populations within the AC are summarized in the table below.

Table: Minority and Low-Income Data (U.S. Census Bureau, 2017 ACS 5-Year Estimates)		
	COC – Switzerland County	AC – Census Tract 9658, Switzerland County
Percent Minority	4.3%	3.4%
125% of COC	5.4%	AC < 125% of COC
EJ Population of Concern	--	No
Percent Low-Income	19.7%	10.2%
125% of COC	24.7%	AC < 125% of COC

Indiana Department of Transportation

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EJ Population of Concern	--	No
--------------------------	----	----

AC Census Tract 9658 has a percent minority of 3.4%, which is below 50% minority and below the 125% of COC threshold. Therefore, the AC does not contain minority populations of EJ concern.

AC Census Tract 9658 has a percent low-income of 10.2%, which is below 50% low-income and below the 125% of COC threshold. Therefore, the AC does not contain low-income populations of EJ concern.

Conclusion
The census data sheets, maps, and calculations can be found in Appendix I2-I8. No EJ populations were identified. No further EJ analysis is warranted.

Relocation of People, Businesses or Farms

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

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

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

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

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

SECTION I – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

Hazardous Materials & Regulated Substances (Mark all that apply)

Documentation

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

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

Date RFI concurrence by INDOT SAM (if applicable): December 12, 2020

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

<p>Based on a review of Geographic Information System (GIS) data and available public records, a RFI was concurred by INDOT Site Assessment & Management (INDOT SAM) on December 12, 2020, (Appendix E1-E9). No sites with hazardous material concerns (hazmat sites) or sites involved with regulated substances were identified in or within 0.5 mile of the project area. Further investigation for hazardous material concerns or regulated substances is not required at this time.</p> <p>Bear Branch is located within and adjacent to the project area. Bear Branch is listed as impaired for IBC and <i>E. coli</i>. Concerning IBC, Best Management Practices (BMPs) will be used to avoid further degradation to the stream. Workers who are working in or near water with <i>E. coli</i> should take care to wear appropriate PPW, observe proper hygiene procedures, including regular hand washing, and limit personal exposure.</p>
--

Indiana Department of Transportation

County Switzerland

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Part IV – Permits and Commitments

PERMITS CHECKLIST

Permits (mark all that apply)

Likely Required

Army Corps of Engineers (404/Section10 Permit)

Nationwide Permit (NWP)	<input checked="" type="checkbox"/>
Regional General Permit (RGP)	<input type="checkbox"/>
Individual Permit (IP)	<input type="checkbox"/>
Other	<input type="checkbox"/>

IN Department of Environmental Management (401/Rule 5)

Nationwide Permit (NWP)	<input checked="" type="checkbox"/>
Regional General Permit (RGP)	<input type="checkbox"/>
Individual Permit (IP)	<input type="checkbox"/>
Isolated Wetlands	<input type="checkbox"/>
Rule 5	<input type="checkbox"/>
Other	<input type="checkbox"/>

IN Department of Natural Resources

Construction in a Floodway	<input type="checkbox"/>
Navigable Waterway Permit	<input type="checkbox"/>
Other	<input type="checkbox"/>

Mitigation Required

US Coast Guard Section 9 Bridge Permit

Others (Please discuss in the discussion below)

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

A 404/401 permit from USACE/IDEM is expected for the work planned for UNT 1 and UNT 2 to Bear Branch.

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

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

Indiana Department of Transportation

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Route SR 250

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ENVIRONMENTAL COMMITMENTS

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

Firm

- 1) If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division 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) General AMM 1: Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs. (USFWS)
- 4) Lighting AMM 1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)
- 5) Tree Removal AMM 1: Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal. (USFWS)
- 6) Tree Removal AMM 2: Apply time of year restrictions for tree removal when bats are not likely to be present, or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/rail surface and **outside of documented** roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed. (No tree clearing April 1 – September 30) (USFWS, IDNR)
- 7) Tree Removal AMM 3: Ensure tree removal is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits). (USFWS)
- 8) Tree Removal AMM 4: Do not remove **documented** Indiana Bat or NLEB roosts that are still suitable for roosting, or trees within 0.25 mile of roosts, or **documented** foraging habitat any time of year. (USFWS)
- 9) UNT 1 and UNT 2 to Bear Branch are listed as impaired for Impaired Biotic Communities (IBC) and *E. coli*. Concerning IBC, Best Management Practices (BMPs) will be used to avoid further degradation to the stream. Workers who are working in or near water with should take care to wear appropriate PPE, observe proper hygiene procedures, including regular hand washing, and limit personal exposure. (INDOT SAM)
- 10) Any work in a wetland area within right-of-way or in borrow/waste areas is prohibited unless specifically allowed in the USACE permit. (INDOT ESD)
- 11) 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 3, 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 inspection, the INDOT District Environmental Manager must be contacted immediately. (INDOT ESD)
- 12) Final project plans should include notations stating "Do Not Disturb" along wetland boundaries to indicate the wetland areas to be avoided. (INDOT ESD)

For Further Consideration

- 13) Restrict below low-water work in streams to placement of culverts, piers, pilings and/or footings, shaping of the spill slopes around the bridge abutments, and placement of riprap. (USFWS)
- 14) Culverts should span the active stream channel, should be either embedded or a 3-sided or open-arch culvert, and be installed where practicable on an essentially flat slope. When an open-bottom culvert or arch is used in a stream, which has a good natural bottom substrate, such as gravel, cobbles, and boulders, the existing substrate should be left undisturbed beneath the culvert to provide natural habitat for the aquatic community. (USFWS)
- 15) Minimize the extent of hard armor (riprap) in bank stabilization by using bioengineering techniques whenever possible. If riprap is utilized for bank stabilization, extend it below low-water elevation to provide aquatic habitat. (USFWS)
- 16) Avoid all work within the inundated part of the stream channel (in perennial streams and larger intermittent streams) during

This is page 23 of 24 Project
name: _____

SR 250 over UNT to Bear Branch Small Structure Project

August 11, 2021
Date: _____

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Route SR 250

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the fish spawning season (April 1 through June 30), except for work within sealed structures such as caissons or cofferdams that were installed prior to the spawning season. No equipment shall be operated below Ordinary High Water mark during this time unless the machinery is within the caissons or on the cofferdams. (USFWS)

- 17) Evaluate wildlife crossings under bridge/culvert projects in appropriate situations. Suitable crossings include flat areas below bridge abutments with suitable ground cover, high water shelves in culverts, amphibian tunnels and diversion fencing. (USFWS)
- 18) Do not excavate in the low flow area except for the placement of piers, foundations, and riprap, or removal of the old structure. (IDNR)
- 19) Do not construct any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumparounds. (IDNR)
- 20) Operate equipment used to replace the bridge from the existing roadway. (IDNR)
- 21) Use minimum average 6 inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids. (IDNR)
- 22) Riprap must not be placed in the active thalweg channel or placed in the streambed in a manner that precludes fish or aquatic organism passage (riprap must not be placed above the existing streambed elevation). Riprap may be used only at the toe of the sideslopes up to the ordinary high water mark (OHWM). The banks above the OHWM must be restored, stabilized, and revegetated using geotextiles and a mixture of grasses, sedges, wildflowers, shrubs, and trees native to Eastern Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion. (IDNR)
- 23) If box or pipe culverts are used, the bottoms should be buried to a minimum of 6 inches (or 20% of the culvert height/pipe diameter, whichever is greater up to a maximum of 2 ft) below the stream bed elevation to allow a natural streambed to form within or under the crossing structure. Crossings should: span the entire channel width (a minimum of 1.2 times the bankfull width); maintain the natural stream substrate within the structure; have a minimum openness ratio (height x width/length) of 0.25; and have stream depth and water velocities during low-flow conditions that are approximate to those in the natural stream channel. The new, replacement, or rehabbed structure should not create conditions that are less favorable for wildlife passage under the structure compared to the current conditions. (IDNR)

DES NO 1800269 CE-2 APPENDICES

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Des 1800269

Appendix A

INDOT Supporting Documentation

Categorical Exclusion Level Thresholds

	PCE	Level 1	Level 2	Level 3	Level 4 ¹
Section 106	Falls within guidelines of Minor Projects PA	“No Historic Properties Affected”	“No Adverse Effect”	-	“Adverse Effect” Or Historic Bridge involvement ²
Stream Impacts³	No construction in waterways or water bodies	< 300 linear feet of stream impacts	≥ 300 linear feet of stream impacts	-	USACE Individual 404 Permit ⁴
Wetland Impacts³	No adverse impacts to wetlands	< 0.1 acre	-	< 1.0 acre	≥ 1.0 acre
Right-of-way⁵	Property acquisition for preservation only or none	< 0.5 acre	≥ 0.5 acre	-	-
Relocations	None	-	-	< 5	≥ 5
Threatened/Endangered Species (Species Specific Programmatic for Indiana bat & northern long eared bat)*	“No Effect”, “Not likely to Adversely Affect” (With select AMMs ⁶)	“Not likely to Adversely Affect” (With any AMMs or commitments)	-	“Likely to Adversely Affect”	Project does not fall under Species Specific Programmatic ⁷
Threatened/Endangered Species (Any other species)*	Falls within guidelines of USFWS 2013 Interim Policy or “No Effect”	“Not likely to Adversely Affect”	-	-	“Likely to Adversely Affect”
Environmental Justice	No disproportionately high and adverse impacts	-	-	-	Potential ⁸
Sole Source Aquifer	No Detailed Groundwater Assessment	-	-	-	Detailed Groundwater Assessment
Floodplain	No Substantial Impacts	-	-	-	Substantial Impacts
Section 4(f) Impacts	None	-	-	-	Any ⁹
Section 6(f) Impacts	None	-	-	-	Any
Permanent Traffic Alteration	None	-	-	-	Any
Noise Analysis Required	No	-	-	-	Yes
Air Quality Analysis Required	No	-	-	-	Yes ¹⁰
Approval Level	Concurrence by DE or ESD	DE or ESD	DE or ESD	DE and/or ESD	DE and/or ESD; and FHWA

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

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

³ Total permanent impacts to streams (linear feet) and wetlands (acres).

⁴ US Army Corps of Engineers Individual 404 Permit

⁵ Total permanent and temporary right-of-way. This does not include reacquisition of existing apparent right-of-way.

⁶ Avoidance and Mitigation Measures (AMMs) determined by the IPAC determination key to be required that are not tree AMMs, bridge AMMs, or structure AMMs.

⁷ Projects that do not fall under a Species Specific Programmatic and results in a “Likely to Adversely Affect”. Other findings can be processed as a lower level CE.

⁸ Potential for causing a disproportionately high and adverse impact.

⁹ Section 4(f) use resulting in an Individual, Programmatic, or *de minimis* evaluation. The only exception is a *de minimis* evaluation for historic properties (Effective January 2, 2020). If a historic property *de minimis* and no other use, mark the *None* column.

¹⁰ Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.

* Includes the threatened/endangered species critical habitat

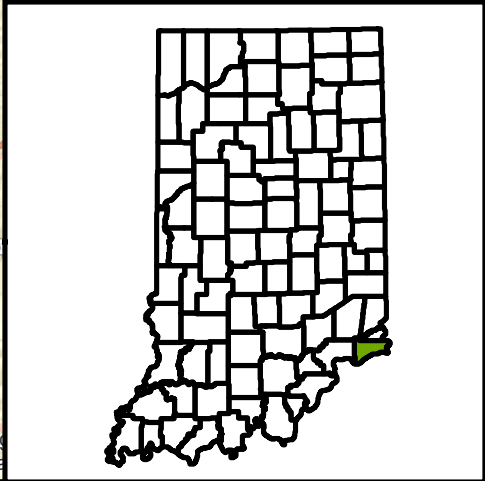
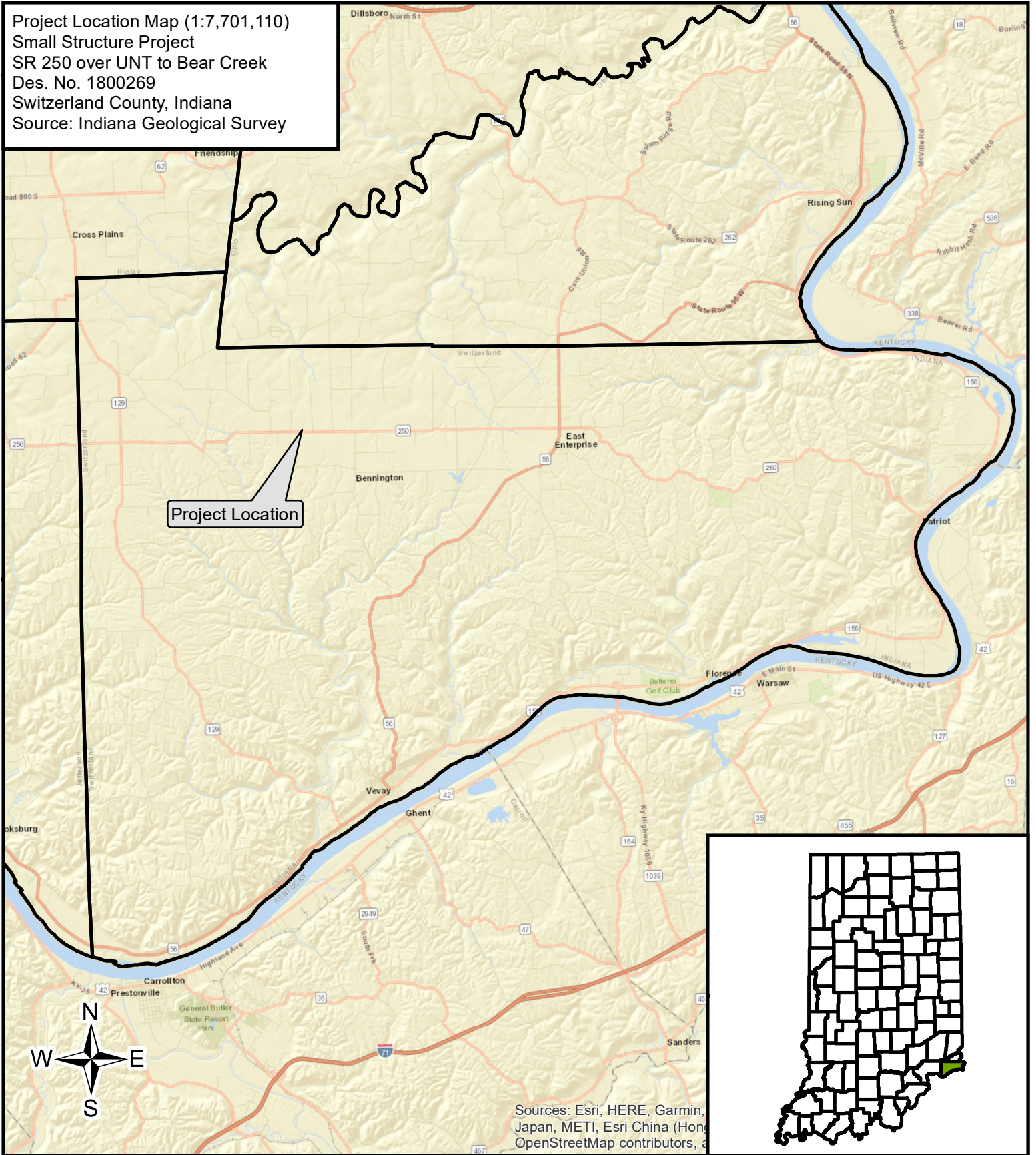
Note: Substantial public or agency controversy may require a higher-level NEPA document.

Des 1800269

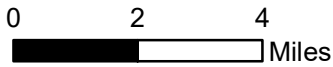
Appendix B

Graphics

Project Location Map (1:7,701,110)
 Small Structure Project
 SR 250 over UNT to Bear Creek
 Des. No. 1800269
 Switzerland County, Indiana
 Source: Indiana Geological Survey



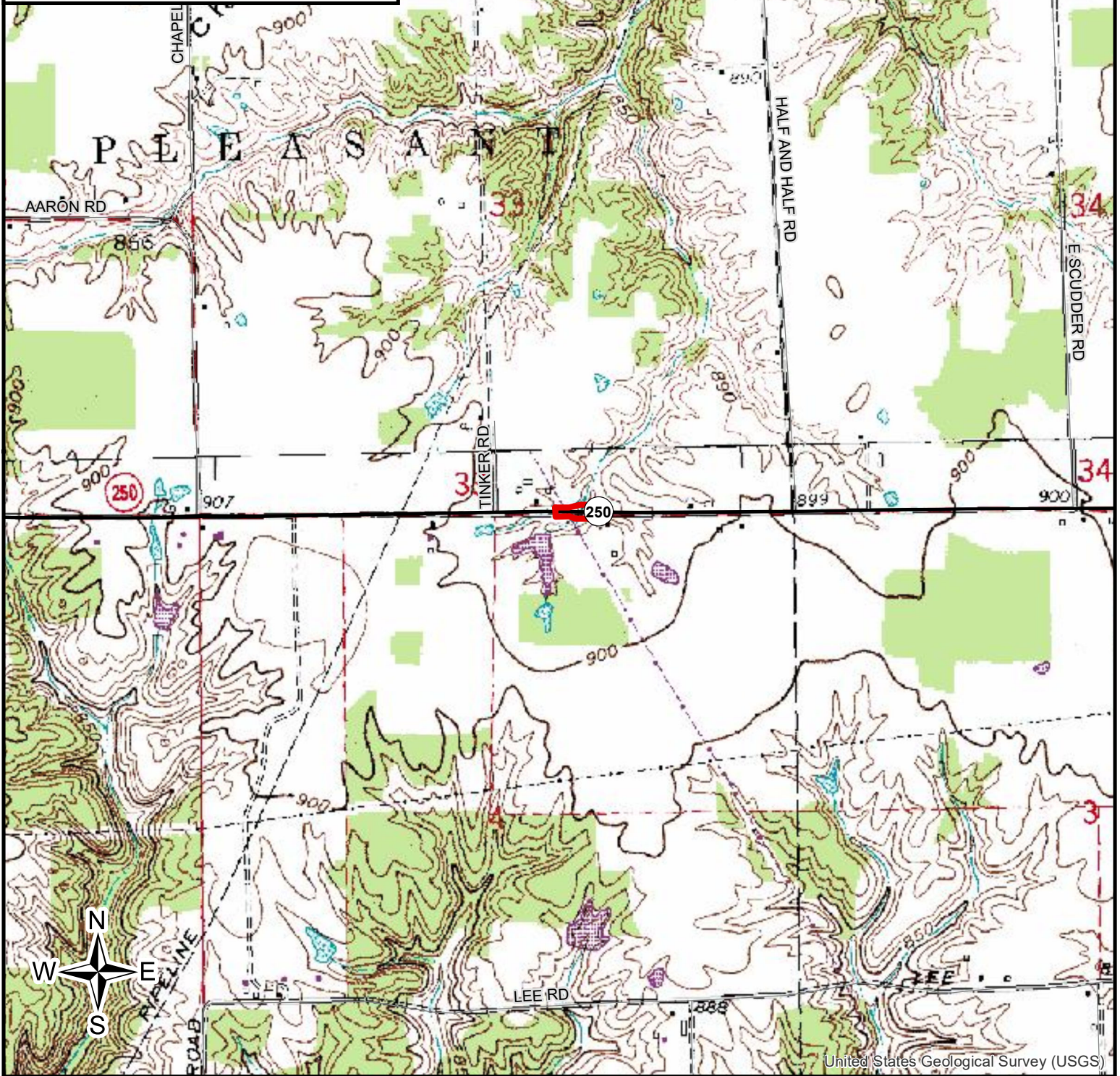
Sources: Esri, HERE, Garmin, Japan, METI, Esri China (Hong Kong), Swatch, Bing, OpenStreetMap contributors, and the GIS User Community



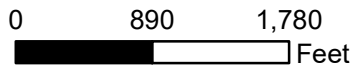
- County Boundary
- Project County



Topographic Map (1:15,000)
 Small Structure Project
 SR 250 over UNT to Bear Creek
 Des. No. 1800269
 Vevay North Quadrangle
 Switzerland County, Indiana
 Source: United States Geological Survey



United States Geological Survey (USGS)



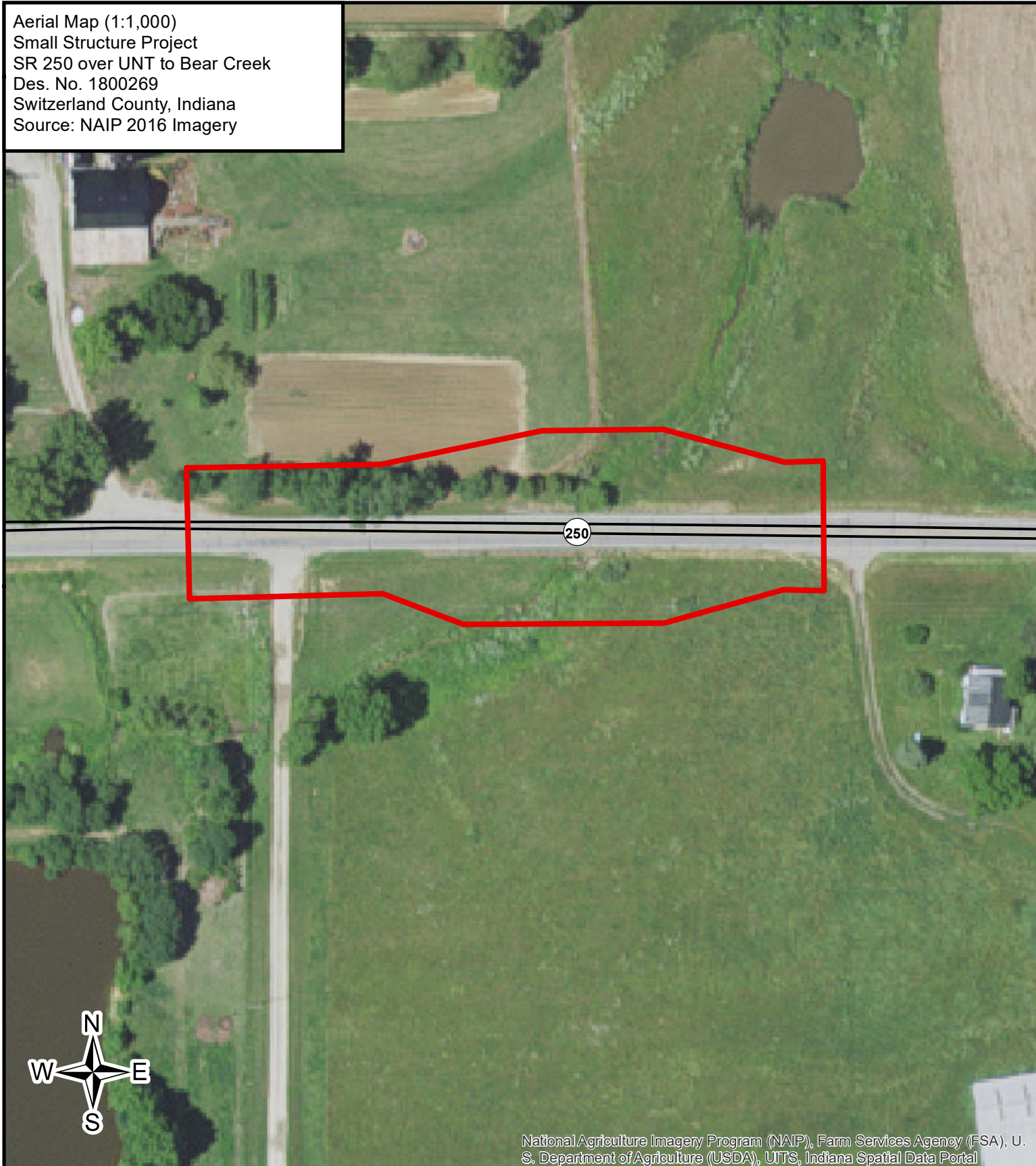
 Project Location



5/6/2021

B2

Aerial Map (1:1,000)
Small Structure Project
SR 250 over UNT to Bear Creek
Des. No. 1800269
Switzerland County, Indiana
Source: NAIP 2016 Imagery



National Agriculture Imagery Program (NAIP), Farm Services Agency (FSA), U. S. Department of Agriculture (USDA), UITS, Indiana Spatial Data Portal

0 50 100
Feet

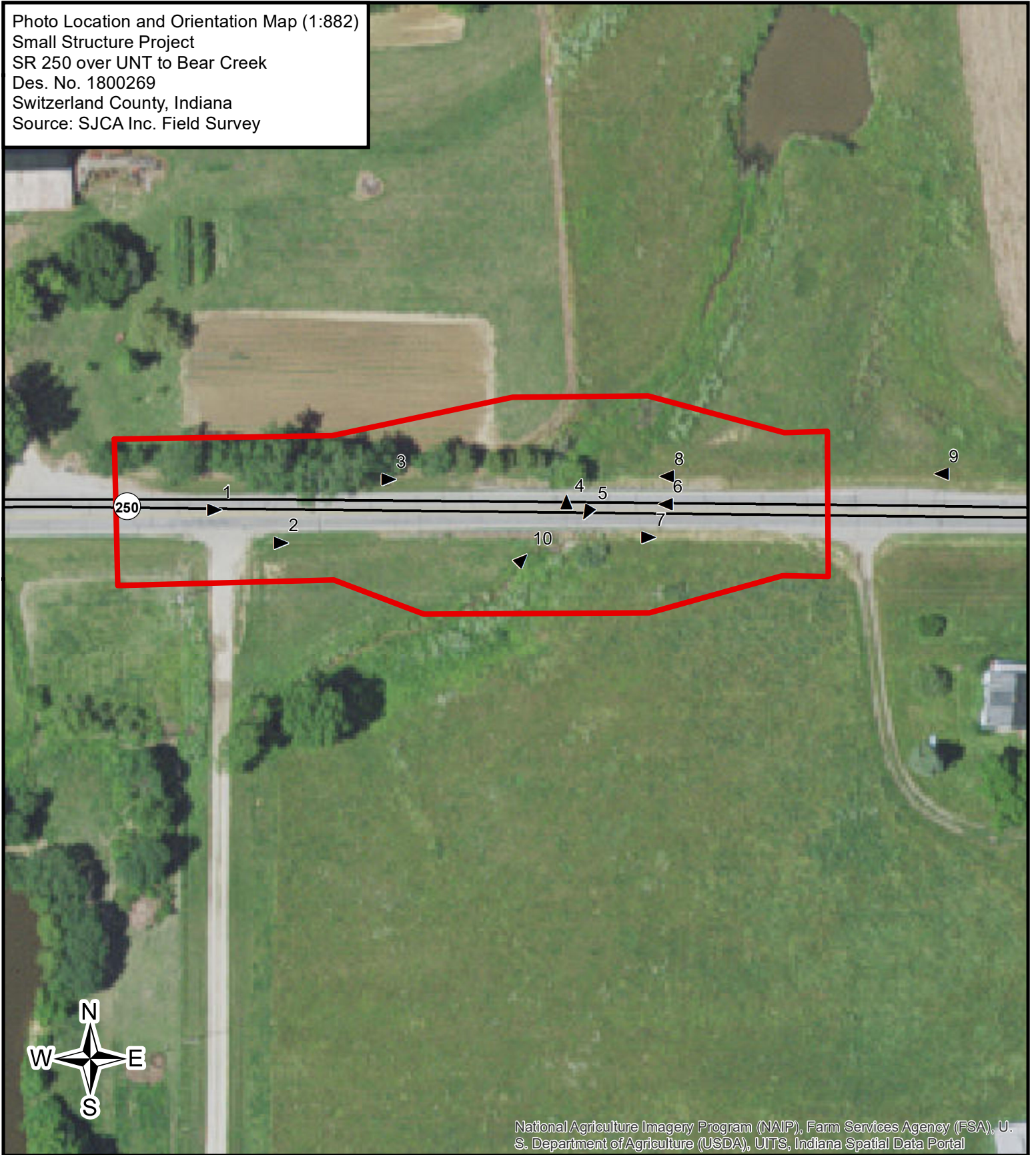
 Project Location



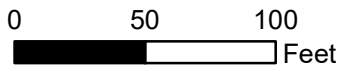
5/6/2021



B3

Photo Location and Orientation Map (1:882)
Small Structure Project
SR 250 over UNT to Bear Creek
Des. No. 1800269
Switzerland County, Indiana
Source: SJCA Inc. Field Survey



National Agriculture Imagery Program (NAIP), Farm Services Agency (FSA), U.S. Department of Agriculture (USDA), UITS, Indiana Spatial Data Portal



-  Project Location
-  Photo Location



5/6/2021

B4



Photo 1. SR 250 approach roadway, facing east (9.3.2020).



Photo 3. Roadside vegetation northwest of project, facing east (9.3.2020).



Photo 2. Roadside vegetation southwest of project, facing east (9.3.2020).



Photo 4. Project culvert outlet, facing north (9.3.2020).



Photo 5. UNT to Bear Creek, facing southwest (9.3.2020).



Photo 7. Roadside vegetation southeast of project, facing east (9.3.2020).



Photo 6. SR 250 approach roadway, facing west (9.3.2020).



Photo 8. Roadside vegetation northeast of project, facing west (1.15.2021).



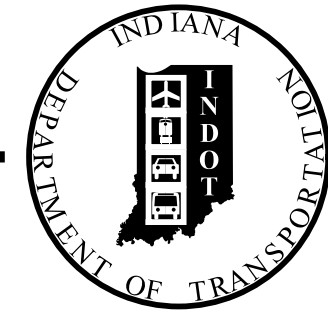
Photo 9. Roadside vegetation, facing west (9.3.2020).



Photo 10. Project culvert outlet, facing northeast (1.15.2021).

PROJECT	DESIGNATION
1800269	1800269
CONTRACT	BRIDGE FILE NO.
B-41448	

INDIANA DEPARTMENT OF TRANSPORTATION



SMALL STRUCTURE PLANS

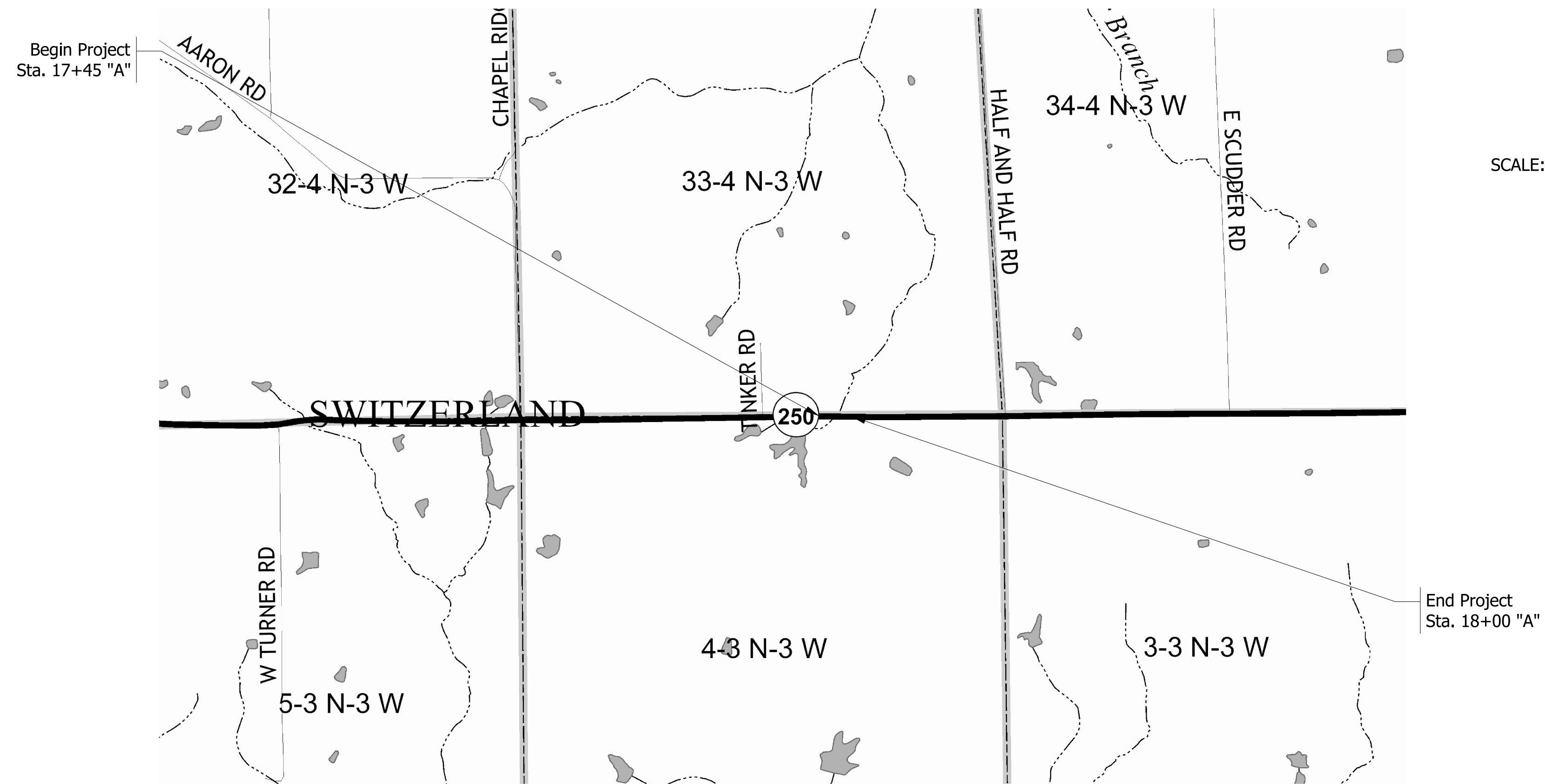
TRAFFIC DATA		
A.A.D.T. (2023)		653 V.P.D.
A.A.D.T. (2043)		684 V.P.D.
D.H.V (2043)		71 V.P.H.
DIRECTIONAL DISTRIBUTION		50.08 %
TRUCKS		9.49 % A.A.D.T. 17.91 % D.H.V.
DESIGN DATA		
DESIGN SPEED		55 M.P.H.
PROJECT DESIGN CRITERIA		3R (Non-Freeway)
FUNCTIONAL CLASSIFICATION		Major Collector
RURAL/URBAN		Rural
TERRAIN		Level
ACCESS CONTROL		None

STRUCTURE INFORMATION				
STRUCTURE	TYPE	SPAN AND SKEW	OVER	STATION
CV 250-078-51.30	RC Box Culvert	1 Span @ 5'-0" Skew: 33° Rt.	UNT Bear Creek	17+70.93 "A"

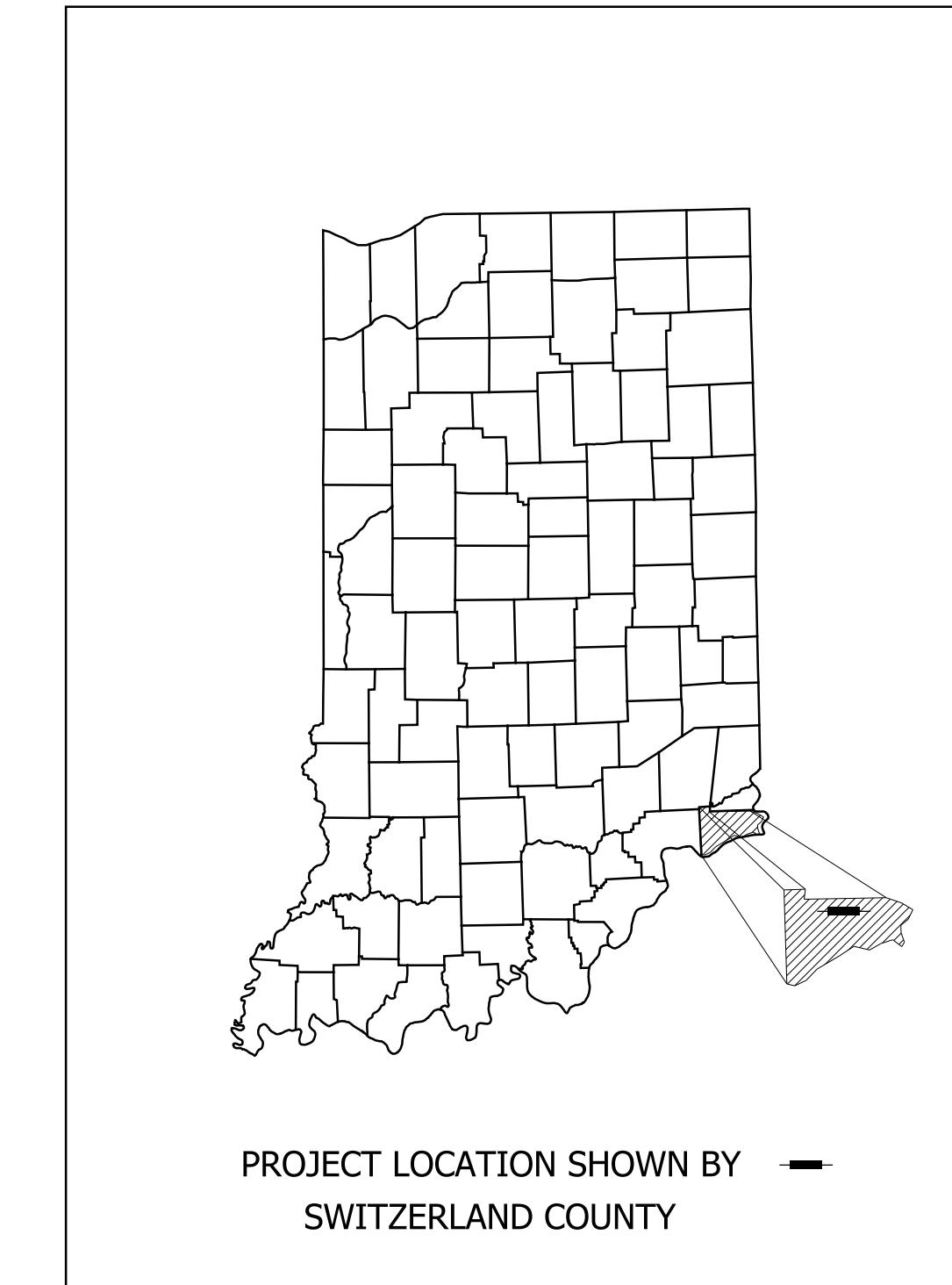
KIN PROJECT INFORMATION	
DESIGNATION	PROJECT DESCRIPTION
1801013	Small Structure Replacement on SR 250, 9.11 mi E. of SR 129
1800289	Bridge Superstructure Replacement on SR 250 over Indian Creek, 2.94 mi. E. of SR 129
Pending	Pavement Resurfacing on SR 250 from SR 129 to SR 56

ROUTE: SR 250 AT: RP 51+30
PROJECT NO. 1800269 P.E.
 1800269 R/W
 1800269 CONST.

Small Structure Replacement on SR 250 over UNT Bear Creek
Located 4.61 Miles East of SR 129, at RP 51+30
Section 33, T-4-N, R-3-W, & Section 4, T-3-N, R-3-W, Pleasant Township, Switzerland County



SCALE: 1" = 1000'



LATITUDE: 38° 52' 25" LONGITUDE: 85° 06' 18"

BRIDGE LENGTH:	N/A	MI.
ROADWAY LENGTH:	0.070	MI.
TOTAL LENGTH:	0.070	MI.
MAX. GRADE:	-5.16%	%

HUC: 05090203070050

INDIANA DEPARTMENT OF TRANSPORTATION
STANDARD SPECIFICATIONS DATED 2021
TO BE USED WITH THESE PLANS

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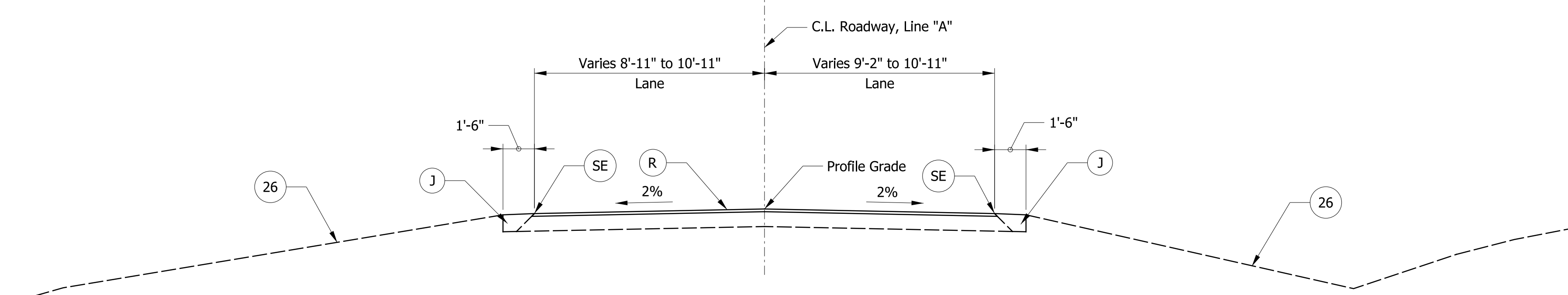


PLANS PREPARED BY:	STRAND ASSOCIATES, INC. 629 WASHINGTON ST., COLUMBUS, IN 47201	(812)372-9911 PHONE NUMBER
CERTIFIED BY:		DATE
APPROVED FOR LETTING:	INDIANA DEPARTMENT OF TRANSPORTATION	DATE

BRIDGE FILE NO.	
DESIGNATION	
1800269	
SURVEY BOOK	SHEETS
	1 of 16
CONTRACT	PROJECT
B-41448	1800269

andreasb 2:38:26 PM 6/8/2021

S:\COL\4000-1099\4060\343 Drawings\CAD\Micros\Plan\Site\Typicals.dgn

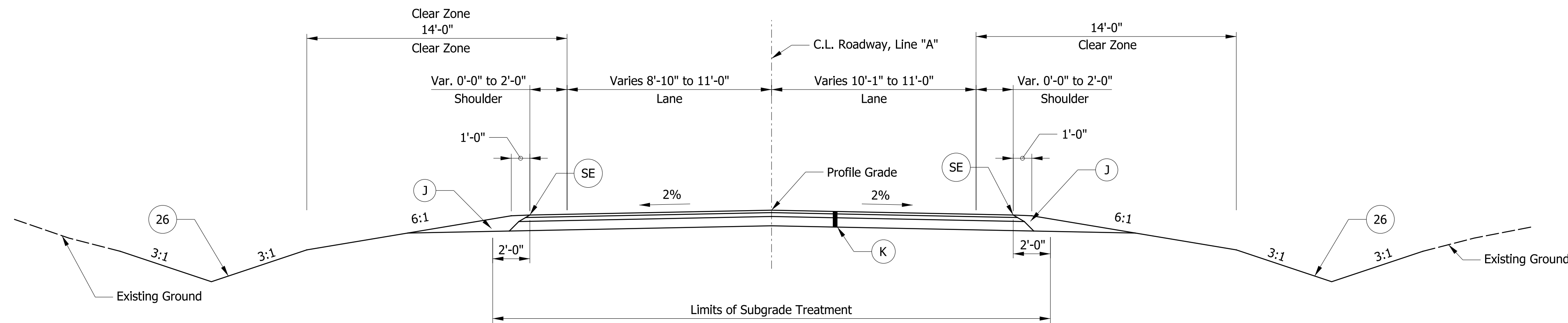


TYPICAL INCIDENTAL SECTION

Sta. 16+00 "A" to Sta. 16+70 "A"
Sta. 18+93 "A" to Sta. 19+19 "A"

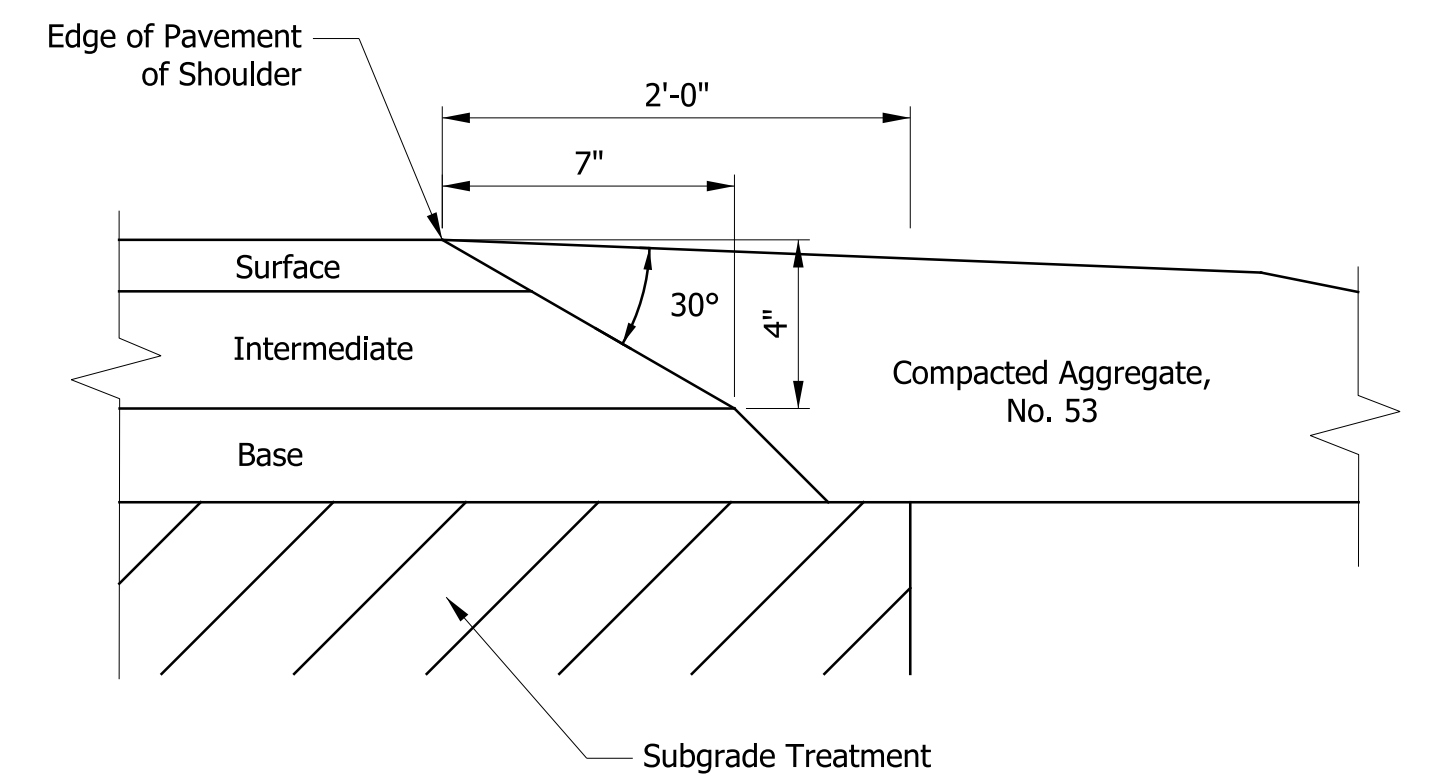
Legend

- 26 Seed Mixture, R
- SE Safety Edge
- J Compacted Aggregate No. 53
- K Full Depth HMA Pavement
- R 165 #/SY QC/QA-HMA, 2, 64, Surface, 9.5 mm with Wedge & Level (as directed) on Milling, 1.5"

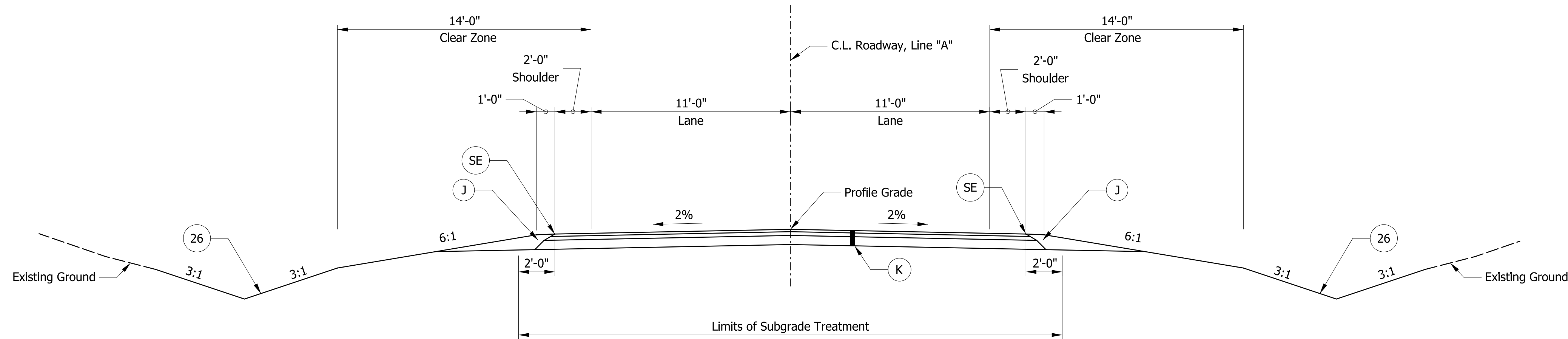


TYPICAL INCIDENTAL SECTION

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Sta. 18+00 "A" to Sta. 18+93 "A"

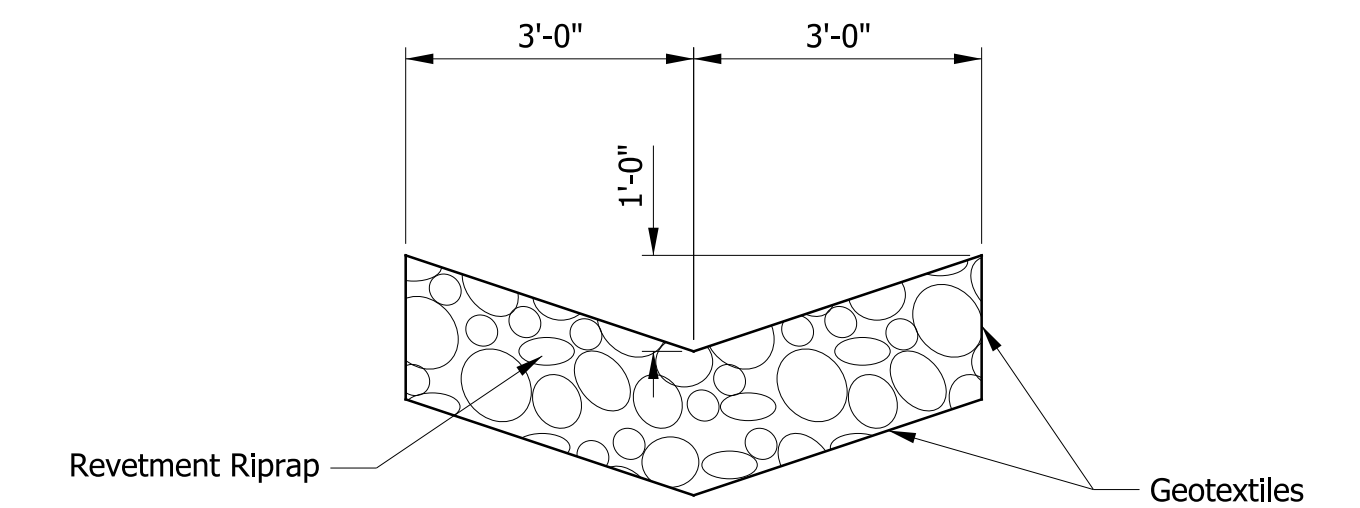


SAFETY EDGE ON HMA PAVEMENT



TYPICAL ROADWAY SECTION

Sta. 17+45 "A" to Sta. 18+00 "A"



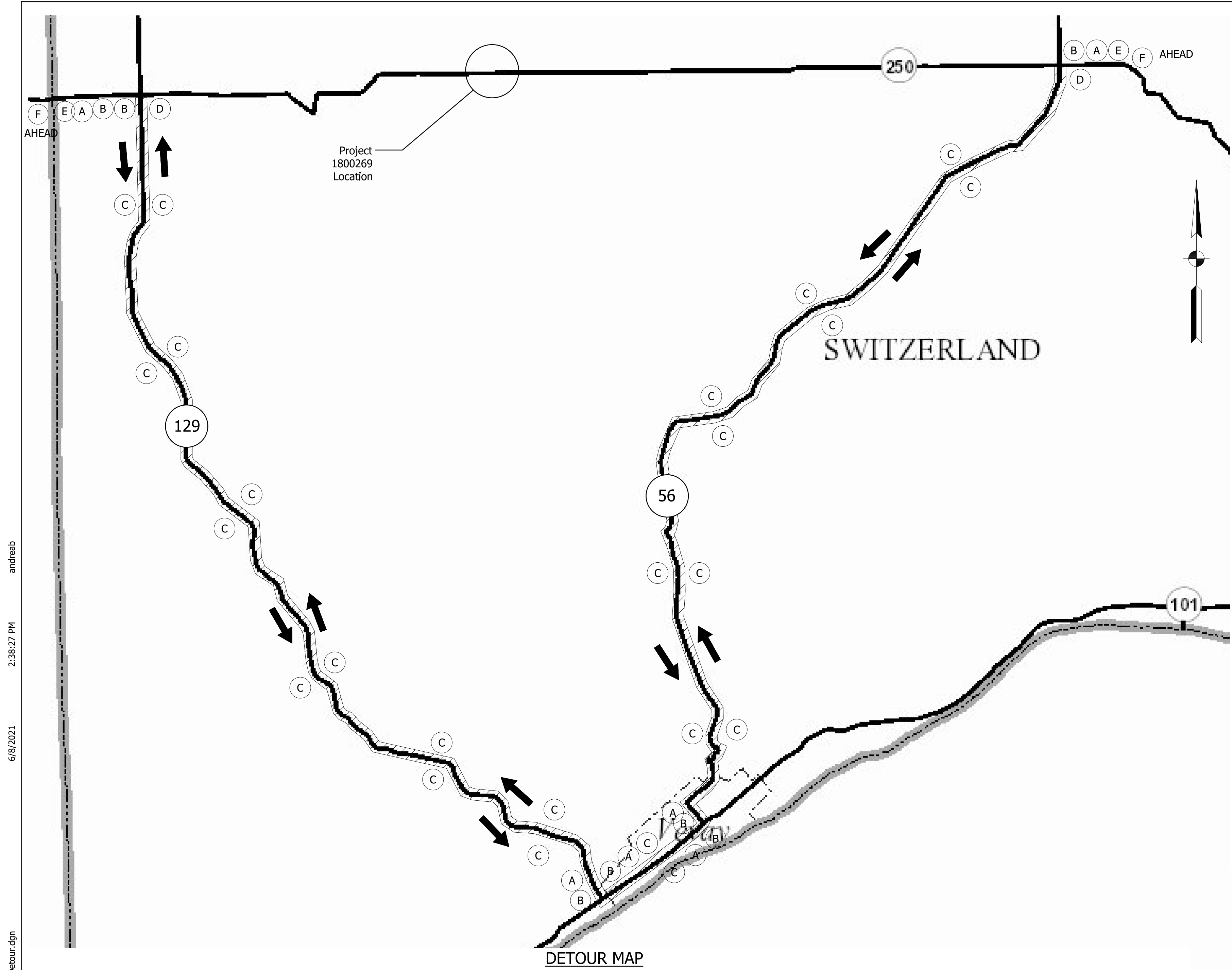
RIPRAP DITCH

RECOMMENDED FOR APPROVAL		DESIGN ENGINEER	DATE
DESIGNED: STO	DRAWN: STO		
CHECKED: ALB	CHECKED: ALB		

INDIANA DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS
S.R. 250 OVER UNT BEAR CREEK

HORIZONTAL SCALE	BRIDGE FILE NO.
1/4" = 1'-0"	
VERTICAL SCALE	DESIGNATION NO.
1/4" = 1'-0"	1800269
SURVEY BOOK NO.	SHEETS
	3 of 16
CONTRACT NO.	PROJECT NO.
B-41448	1800269



Detour Route Marker Assemblies		
A	DRMA (Advance Turn)	6 Ea.
B	DRMA (Directional)	6 Ea.
C	DRMA (Confirming)	24 Ea.
D	DRMA (End)	2 Ea.

Road Closure Sign Assemblies		
N	RCSA (R11-4)	2 Ea.
P	RCSA (R11-2)	2 Ea.

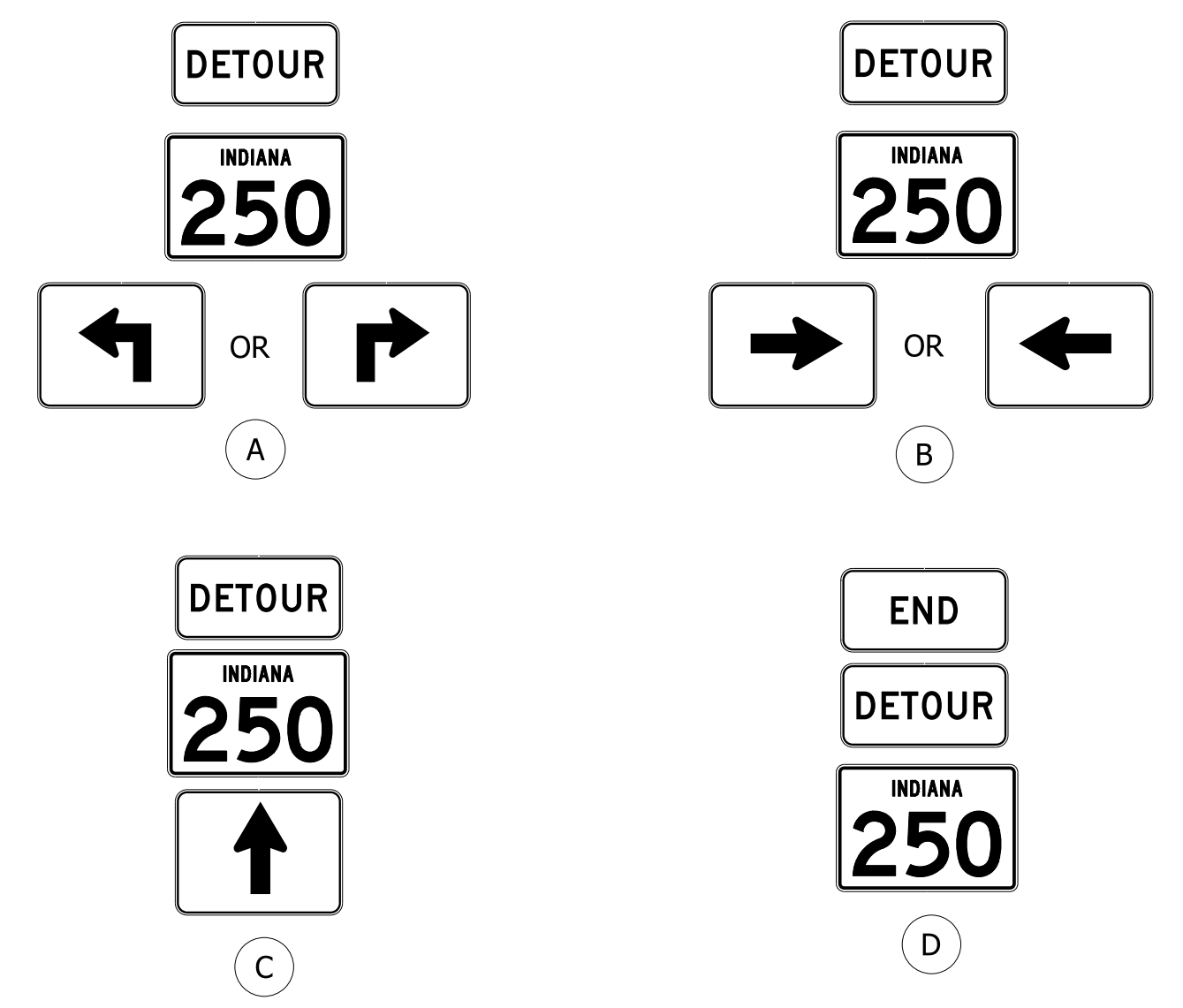
Type A Construction Signs		
I	XG20-2 (End Construction)	2 Ea.
J	XW20-1 (Road Construction Ahead)	2 Ea.
Q	XW2-6-A Worksite Penalty Sign	2 Ea.

Type A Construction Signs		
E	XW20-2 (Detour Ahead)	2 Ea.
F	XW20-3 (Road Closed _____)	14 Ea.
G	XG20-5 (Closure Date)	2 Ea.

Barricades		
K	Barricade, Type III-A (No. of 12' Units)	48 Lft. (4)
L	Barricade, Type III-B (No. of 12' Units)	48 Lft. (4)

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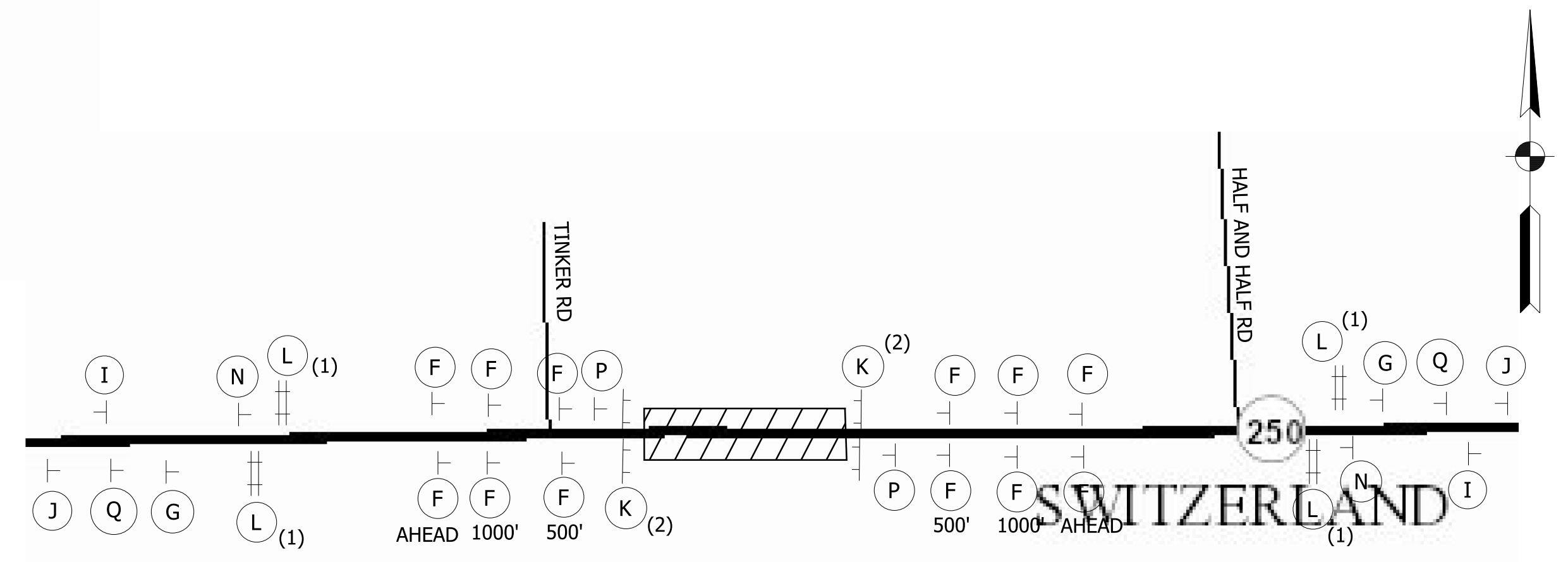
\\strand.com\projects\COL\4000-4099\4060\3413\Drawings\CAD\Micro\Plan\5ht Detour.dgn



DETOUR MAP

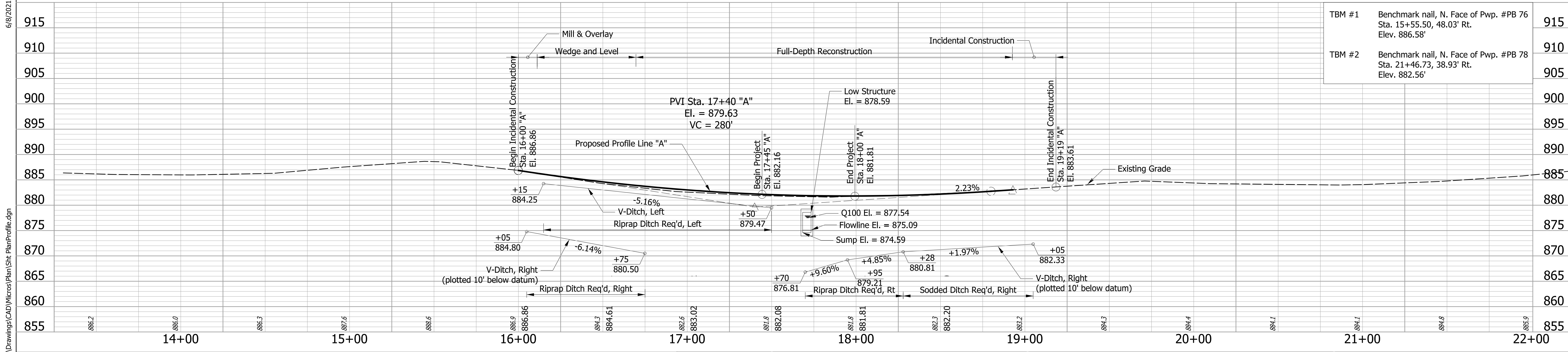
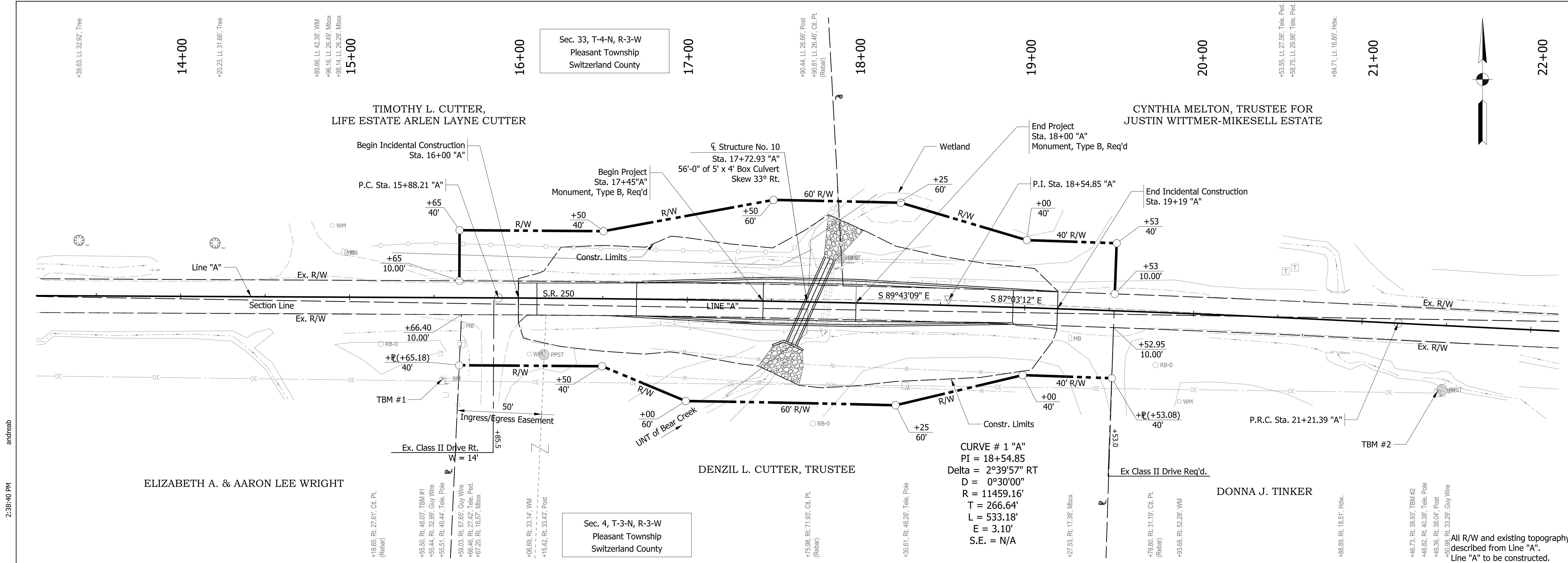
LEGEND

- Posted Detour Route
- Traffic Flow Arrow
- Construction Sign
- Barricade III-A
- Barricade III-B



PROJECT LOCATION MAP
NOT TO SCALE

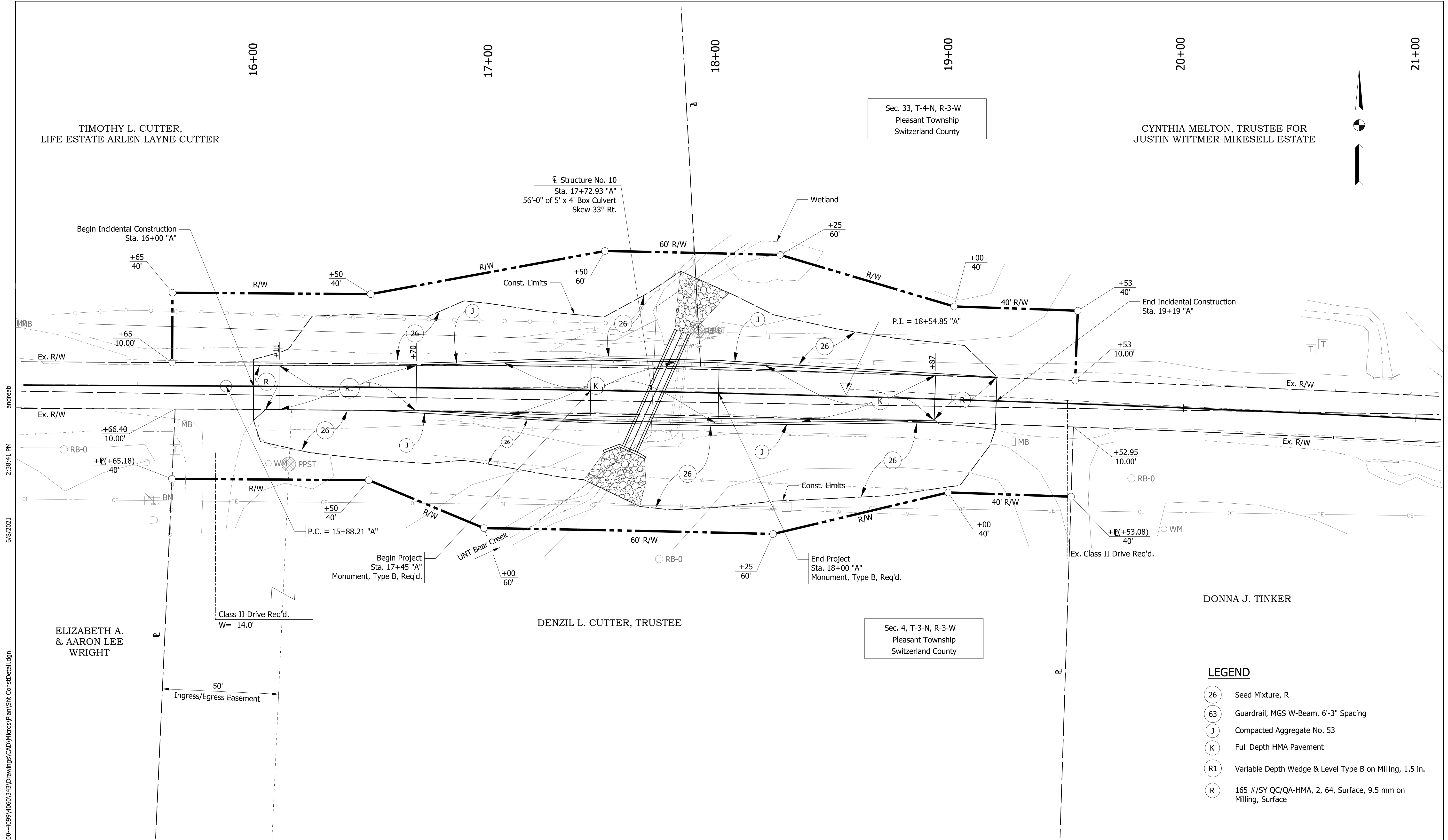
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE	BRIDGE FILE NO.
	DESIGNED: STO	DRAWN: STO		1" = 4000'	
CHECKED: ALB	CHECKED: ALB		MAINTENANCE OF TRAFFIC S.R. 250 OVER UNT BEAR CREEK	VERTICAL SCALE	DESIGNATION NO.
				NA	1800269
				SURVEY BOOK NO.	SHEETS
					5 of 16
				CONTRACT NO.	PROJECT NO.
				B-41448	1800269



TBM #1	Benchmark nail, N. Face of Pwp. #PB 76 Sta. 15+55.50, 48.03' Rt. Elev. 886.58'	915
TBM #2	Benchmark nail, N. Face of Pwp. #PB 78 Sta. 21+46.73, 38.93' Rt. Elev. 882.56'	910

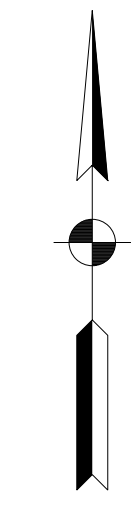
RECOMMENDED FOR APPROVAL		DESIGN ENGINEER		DATE	INDIANA DEPARTMENT OF TRANSPORTATION		HORIZONTAL SCALE	BRIDGE FILE NO.
DESIGNED: STO		DRAWN: STO					1" = 30'	
CHECKED: ALB		CHECKED: ALB			PLAN AND PROFILE		VERTICAL SCALE	DESIGNATION NO.
					S.R. 250 OVER UNT BEAR CREEK		1" = 10'	1800269
							SURVEY BOOK NO.	SHEETS
								6 of 16
							CONTRACT NO.	PROJECT NO.
							B-41448	1800269

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andreasb
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6/8/2021

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- LEGEND**
- (26) Seed Mixture, R
 - (63) Guardrail, MGS W-Beam, 6'-3" Spacing
 - (J) Compacted Aggregate No. 53
 - (K) Full Depth HMA Pavement
 - (R1) Variable Depth Wedge & Level Type B on Milling, 1.5 in.
 - (R) 165 #/SY QC/QA-HMA, 2, 64, Surface, 9.5 mm on Milling, Surface

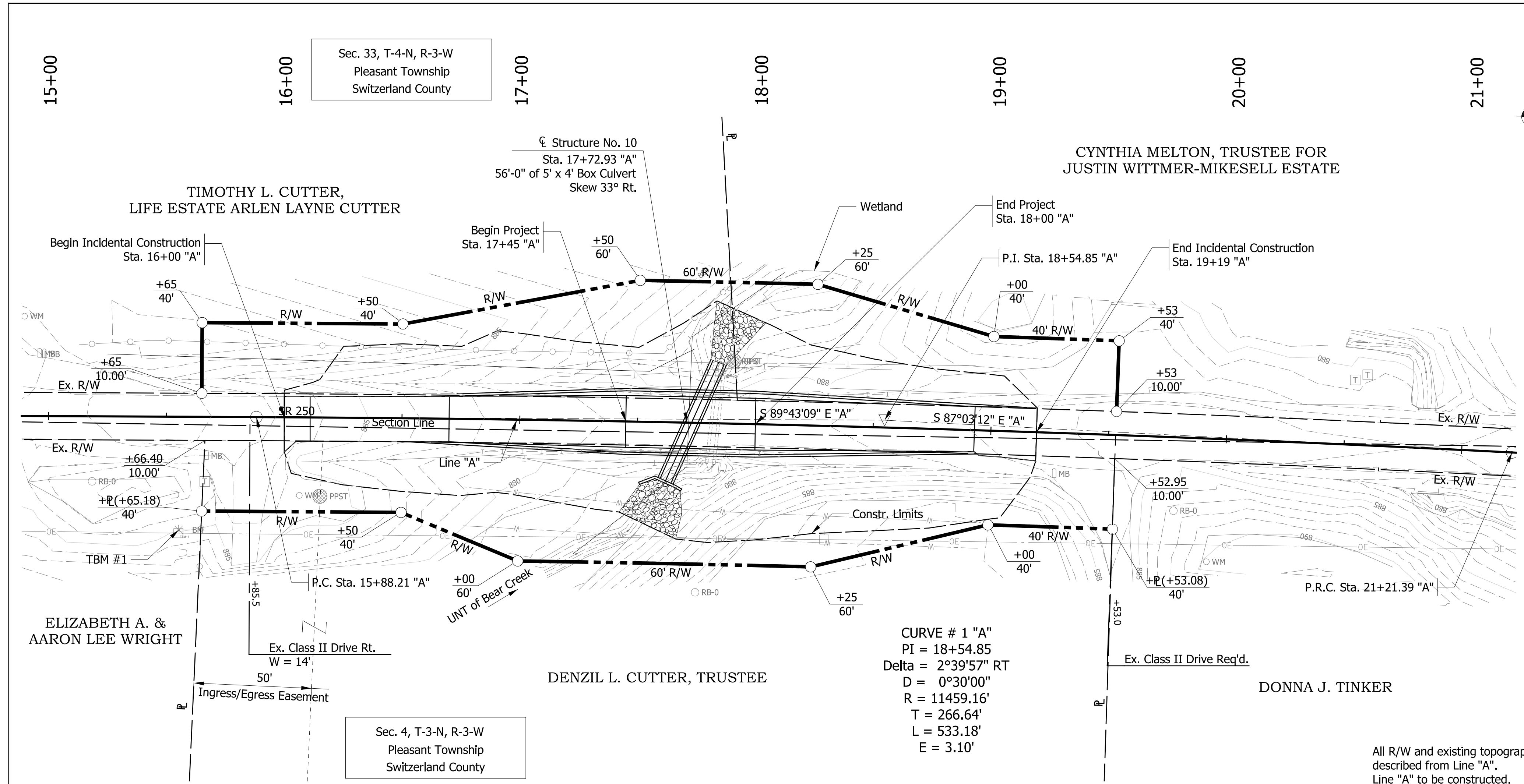
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: STO	DRAWN: STO	
CHECKED: ALB	CHECKED: ALB	

INDIANA DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS

S.R. 250 OVER UNT BEAR CREEK

HORIZONTAL SCALE 1" = 20'	BRIDGE FILE NO.
VERTICAL SCALE NA	DESIGNATION NO. 1800269
SURVEY BOOK NO.	SHEETS 7 of 16
CONTRACT NO. B-41448	PROJECT NO. 1800269



EXISTING STRUCTURE

The original structure (CV 250-078-51.30) was a 4-ft x 3.2-ft three sided concrete structure approximately 30 feet in length. The structure was replaced by two temporary 36-in corrugated metal pipes. Existing structure to be removed.

EARTHWORK TABULATION

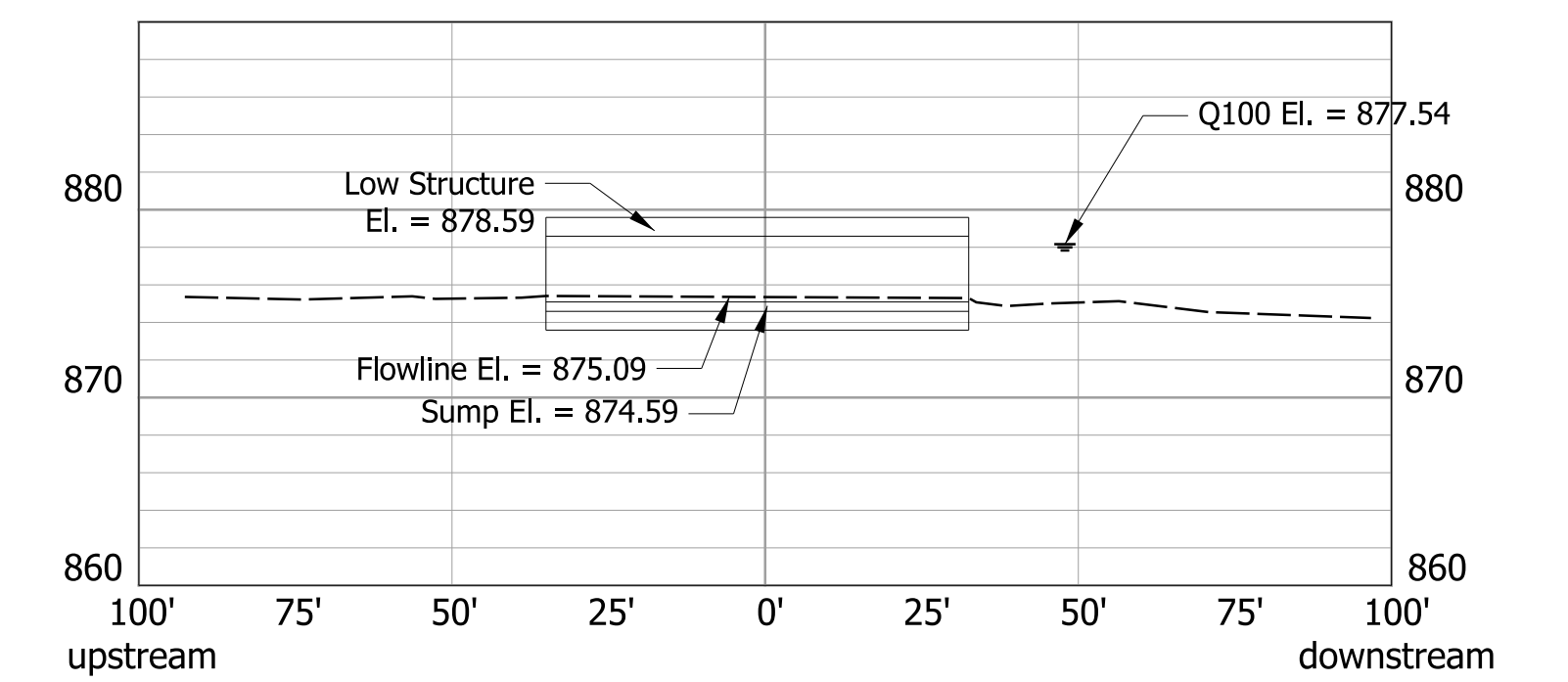
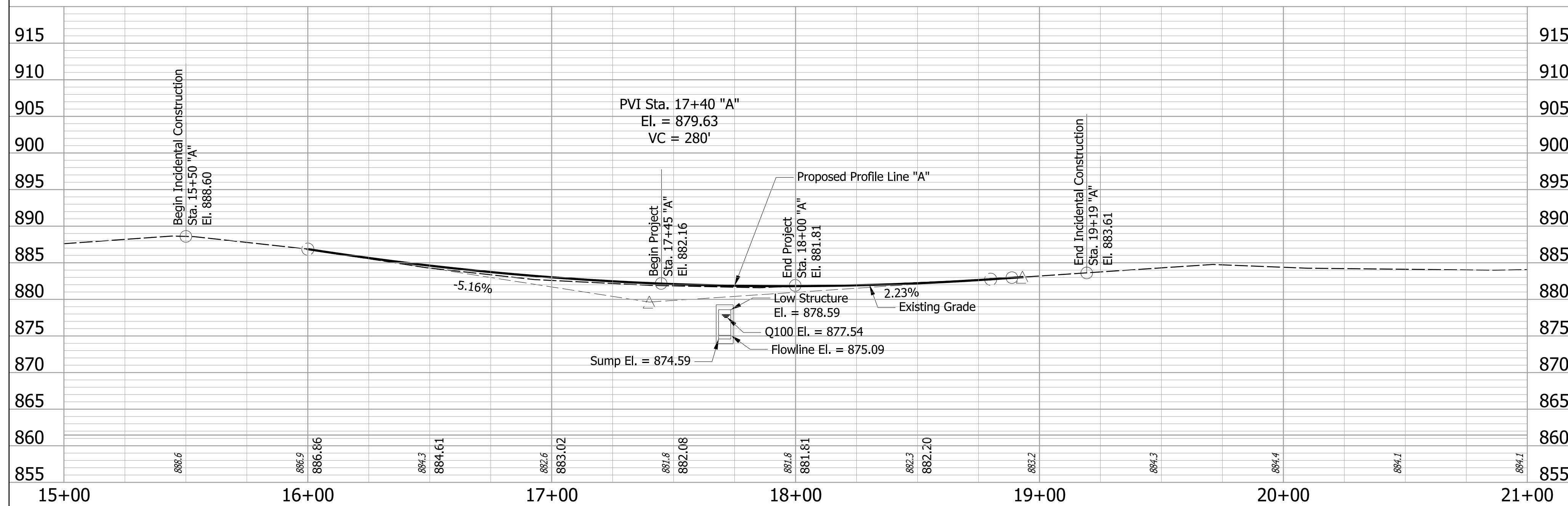
Fill + 25%	394 CYS
Usable Common Excavation	268 CYS
Unusable Common Excavation	385 CYS
Total Common Excavation	653 CYS
Total Borrow	129 CYS
Benching	155 CYS

No direct payment for Benching. Benching will not be paid for as Common Excavation.

HYDRAULIC DATA

Drainage Area	=	0.16 sq. mi.
Q100 Discharge	=	115.4 cfs
Q100 Elevation	=	877.54 ft
10% EP Outlet Velocity		
Existing	=	7.34 fps
Proposed	=	5.93 fps
Backwater @ Q100		
Existing	=	2.90 ft
Proposed	=	2.01 ft

All R/W and existing topography described from Line "A". Line "A" to be constructed.



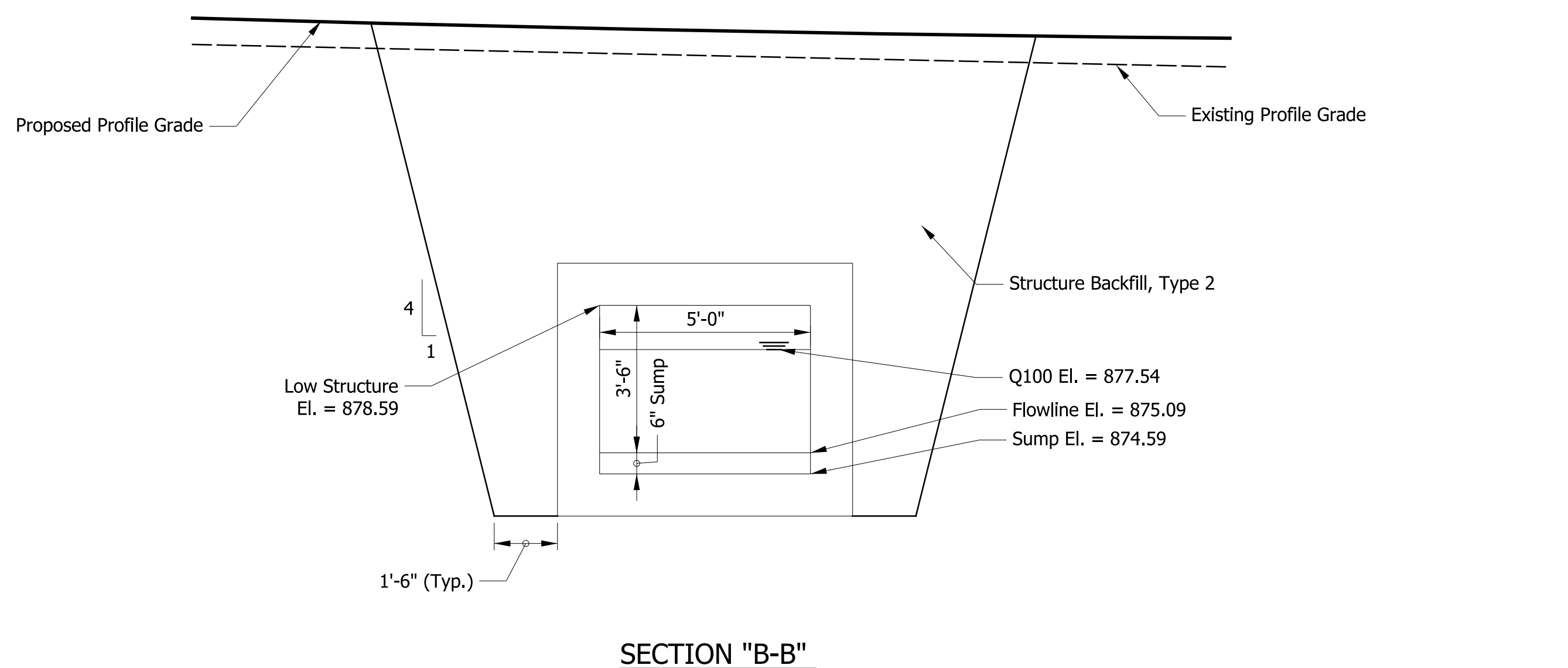
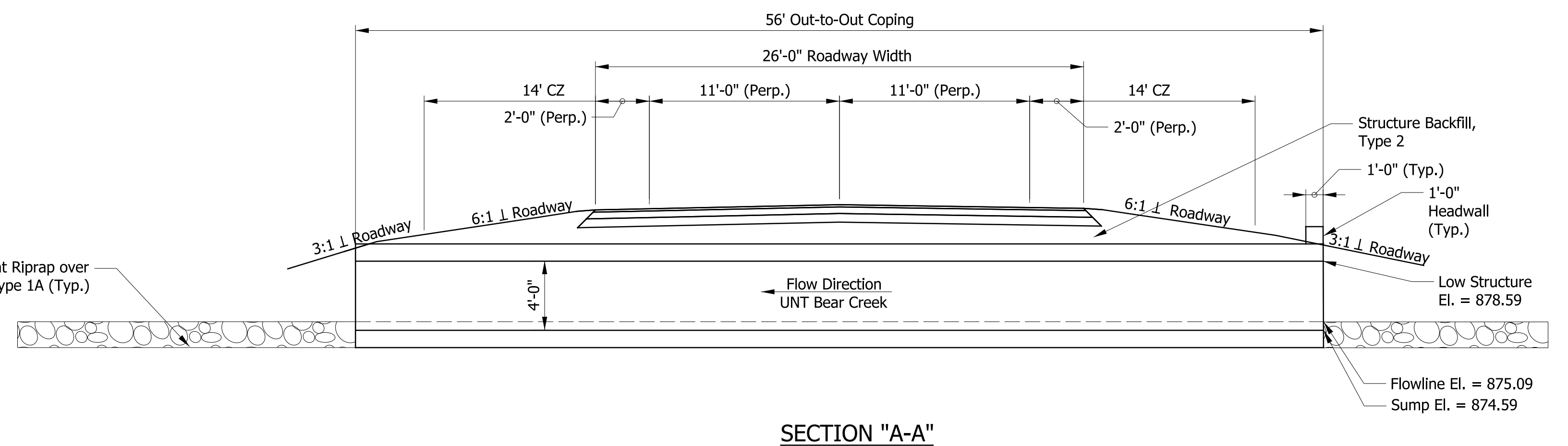
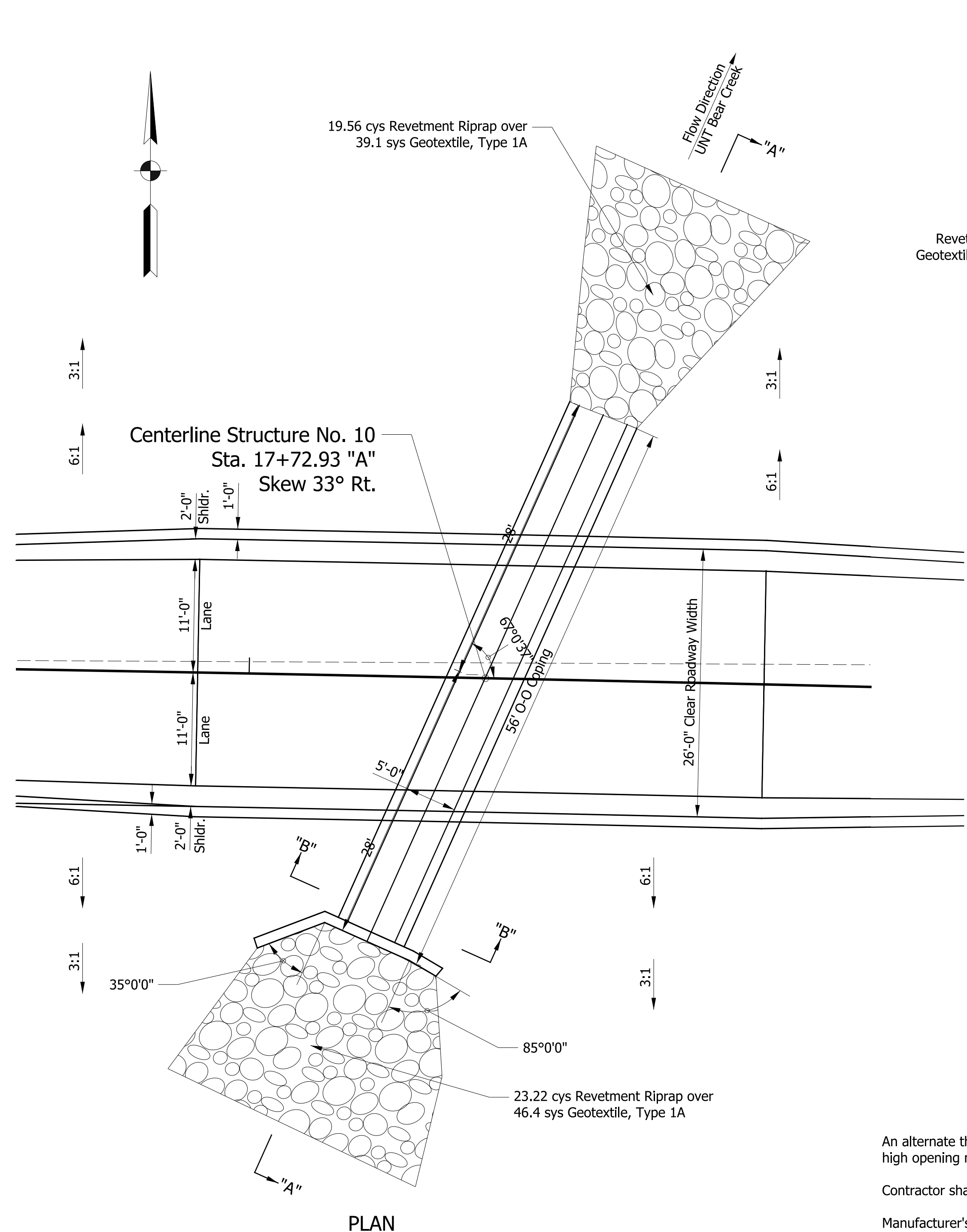
STREAM PROFILE

REINFORCED CONCRETE BOX CULVERT
 SPAN: 5'-0"
 RISE: 4'-0", SUMP: 0'-6", CLEAR HEIGHT: 3'-6"
 LENGTH: 56'-0", SKEW: 33° RT.
 SR 250 OVER UNT OF BEAR CREEK
 SWITZERLAND COUNTY

	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1" = 30'	BRIDGE FILE NO.
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER _____ DATE _____	VERTICAL SCALE 1" = 10'	DESIGNATION NO. 1800269
DESIGNED: STO	DRAWN: STO	SURVEY BOOK NO.	SHEETS 8 of 16
CHECKED: ALB	CHECKED: ALB	CONTRACT NO. B-41448	PROJECT NO. 1800269
LAYOUT S.R. 250 OVER UNT BEAR CREEK			

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GENERAL NOTES

An alternate three-sided arch-top structure with a 5-ft perpendicular span and a 4-ft high opening may be substituted for the structure shown.

Contractor shall verify the existing flowline elevation to set the appropriate sump depth.

Manufacturer's dimensions for pre-cast structures (except opening size) shall override shown dimension.

Waterproofing membrane shall be installed on the structure in accordance with the special provisions.

If unsuitable materials are encountered at the base of excavation, the material shall be removed and replaced up to 12" with compacted aggregate No. 53 at the discretion of the Project Engineer.

See Standard Drawing E 715-BKFL-01 for backfill trench elevation view.

DESIGN STRENGTH	
Reinforcing Steel (Grade 60)	$f_y = 60,000$ psi
Class C Concrete	$f'_c = 4,000$ psi
Class B Concrete	$f'_c = 3,000$ psi
Class A Concrete	$f'_c = 3,500$ psi

FOUNDATION DESIGN	
Nominal Bearing Resistance (Q_n)	12,900 psf
Resistance factor (ϕ)	0.45
Factored Bearing Resistance (Q_r)	5,800 psf
Friction angle between wingwall and soil backfill (δ)	20°
Friction factor at base of foundation (f)	--
Angle of internal friction of foundation soil (ϕ)	N/A

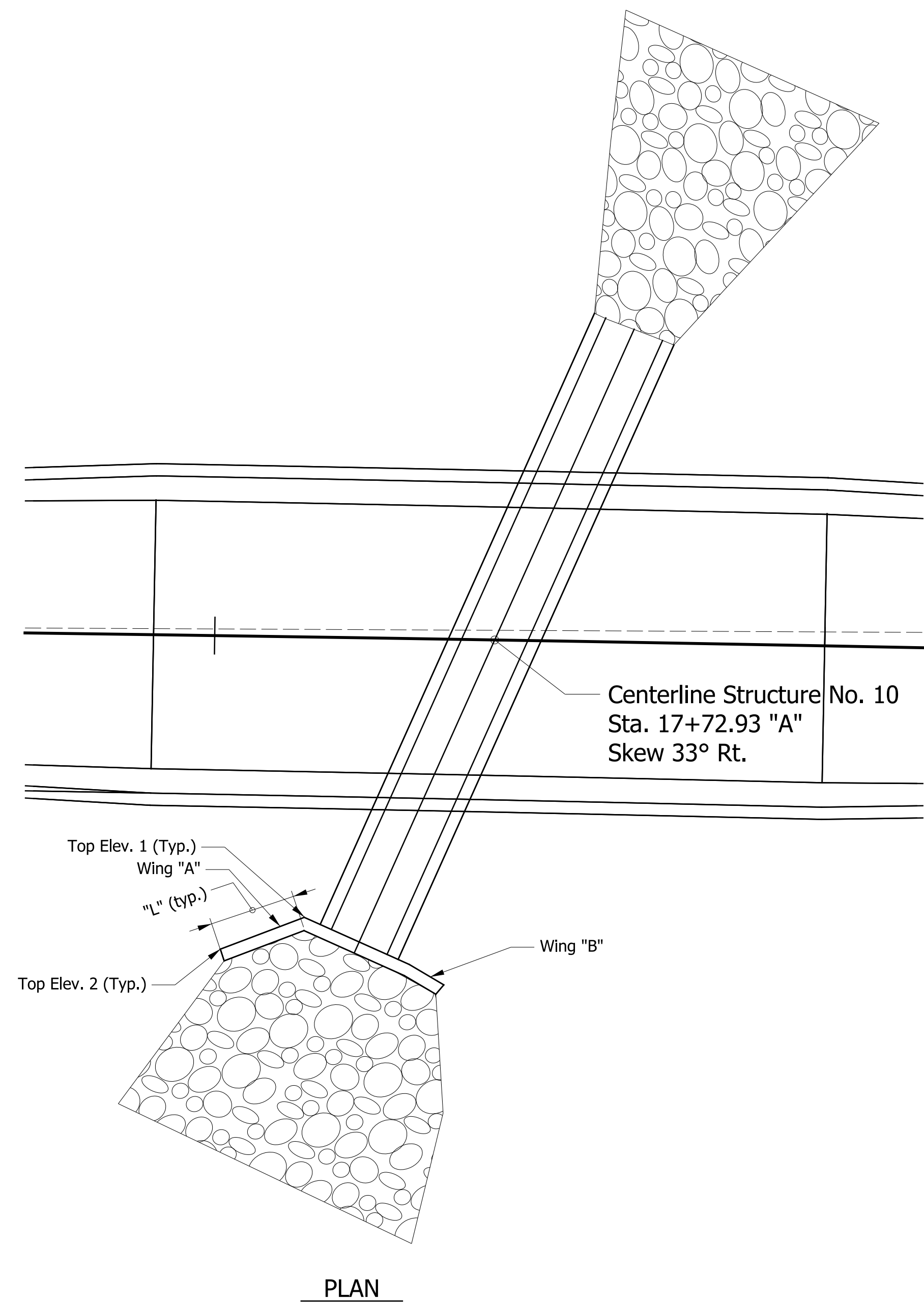
*This information is based on a minimum footing width of 3 feet.
**Note to Reviewer: Soil Data to be updated after completion of Geotechnical Report.

REINFORCED CONCRETE BOX CULVERT
SPAN: 5'-0"
RISE: 4'-0", SUMP: 0'-6", CLEAR HEIGHT: 3'-6"
LENGTH: 56', SKEW: 33° RT.
SR 250 OVER UNT BEAR CREEK
SWITZERLAND COUNTY

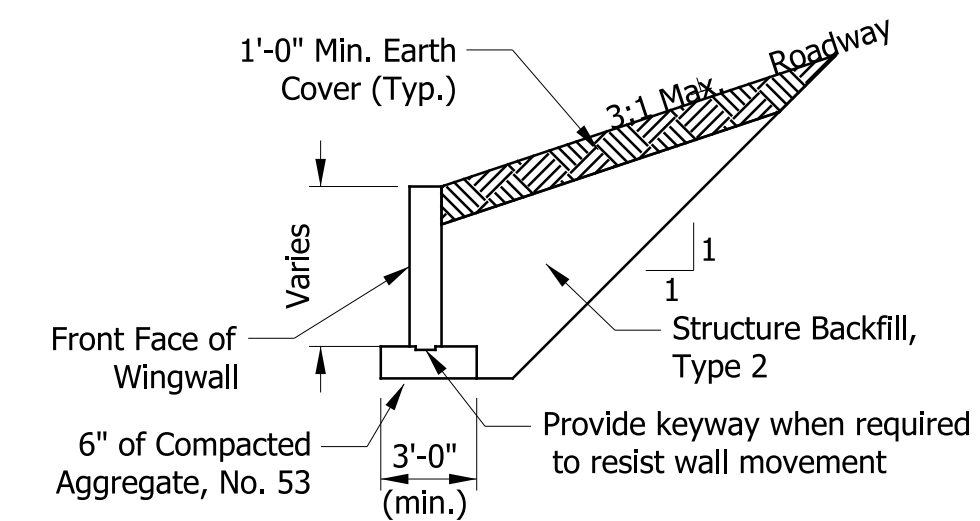
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE	BRIDGE FILE NO.
	DESIGNED: STO	DRAWN: STO		1/8" = 1'-0"	
CHECKED: ALB	CHECKED: ALB		GENERAL PLAN	VERTICAL SCALE	DESIGNATION NO.
			S.R. 250 OVER UNT BEAR CREEK	1/8" = 1'-0"	1800269
				SURVEY BOOK NO.	SHEETS
				CONTRACT NO.	9 of 16
				B-41448	PROJECT NO.
					1800269

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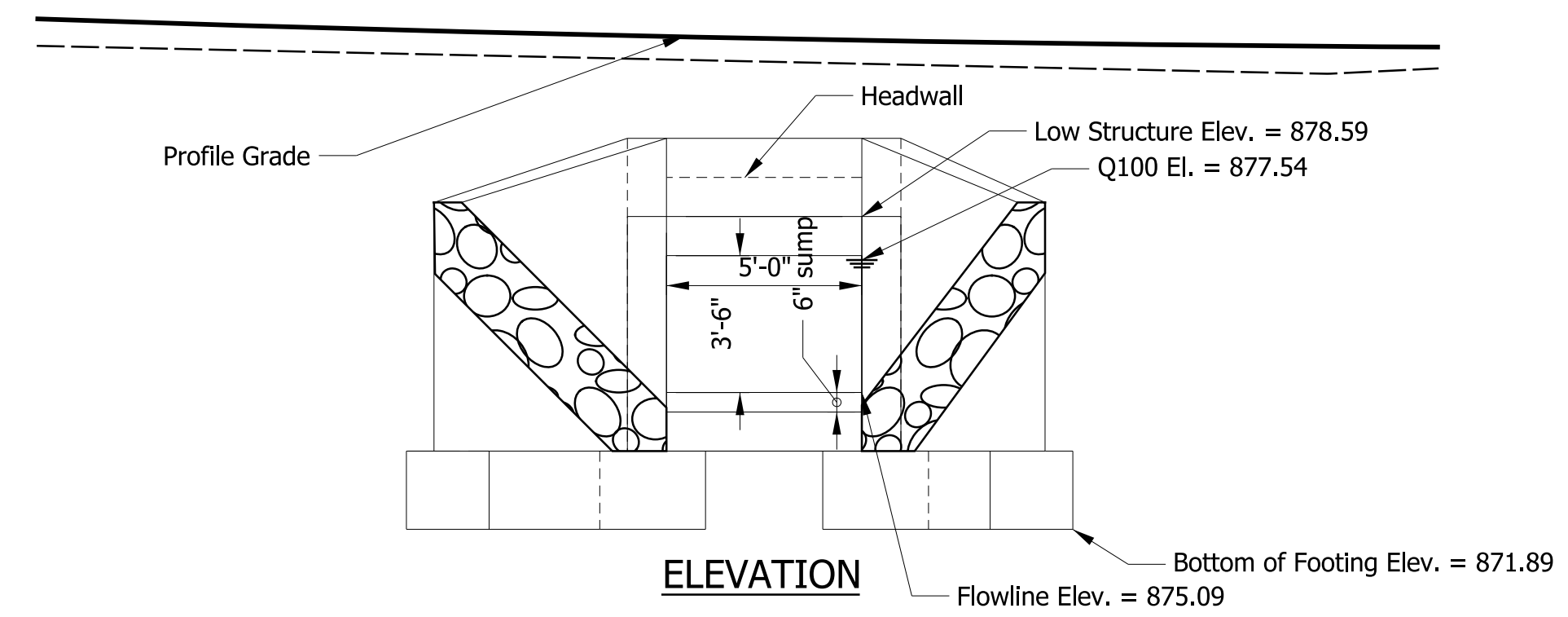
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WINGWALL TABLE				
WING	TOP ELEV 1	TOP ELEV 2	LENGTH "L"	AREA
"A"	881.59	879.95	7'	62.2 sft
"B"	881.59	879.95	3'	26.6 sft

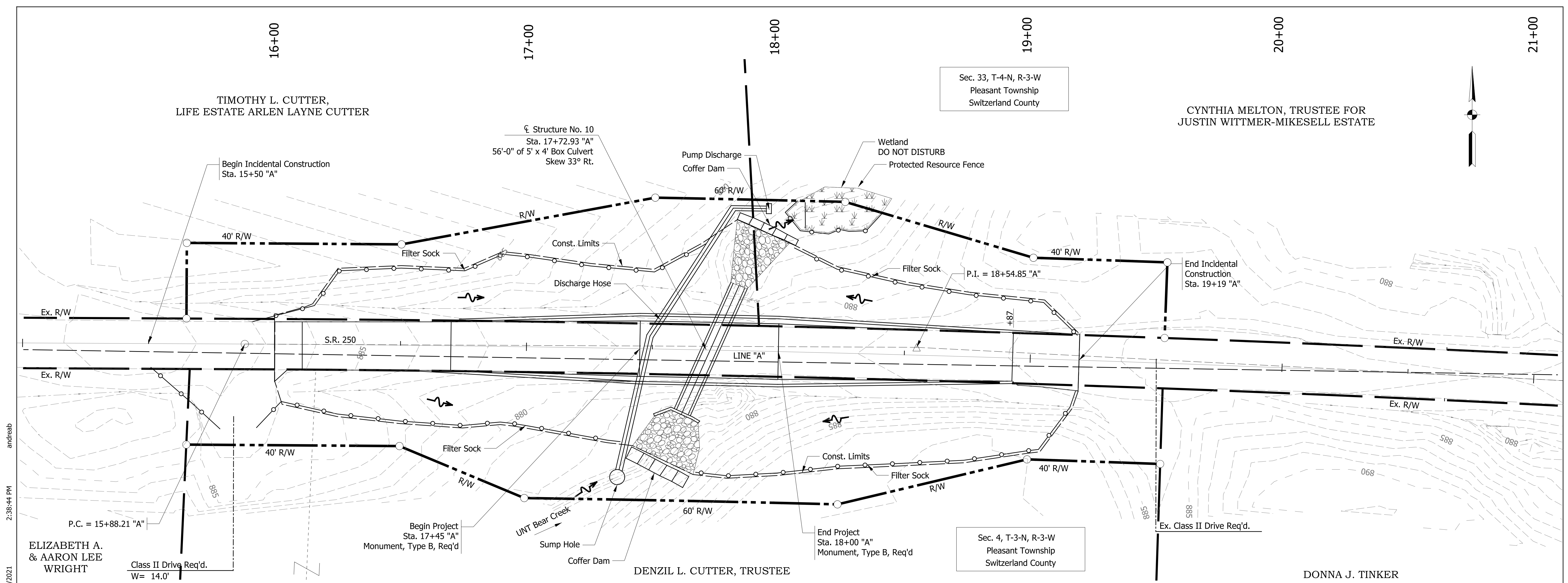


SECTION "A-A"
Not to Scale

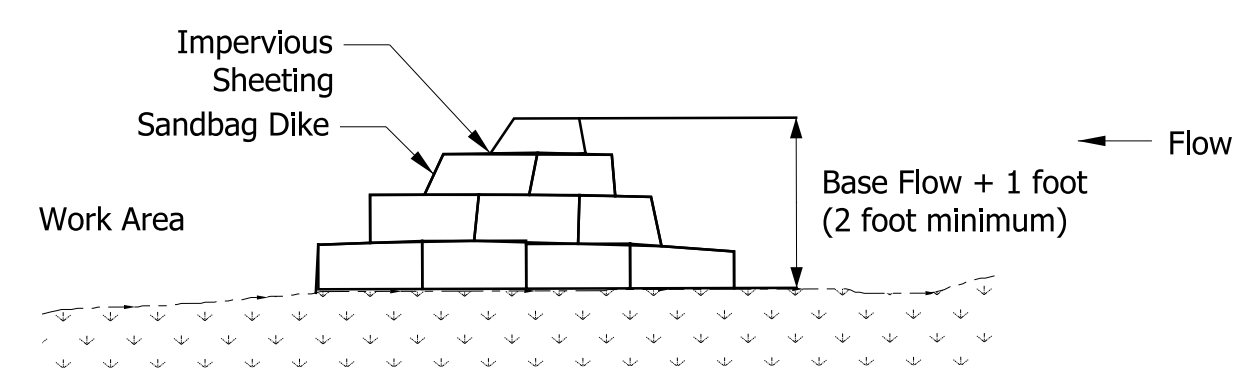
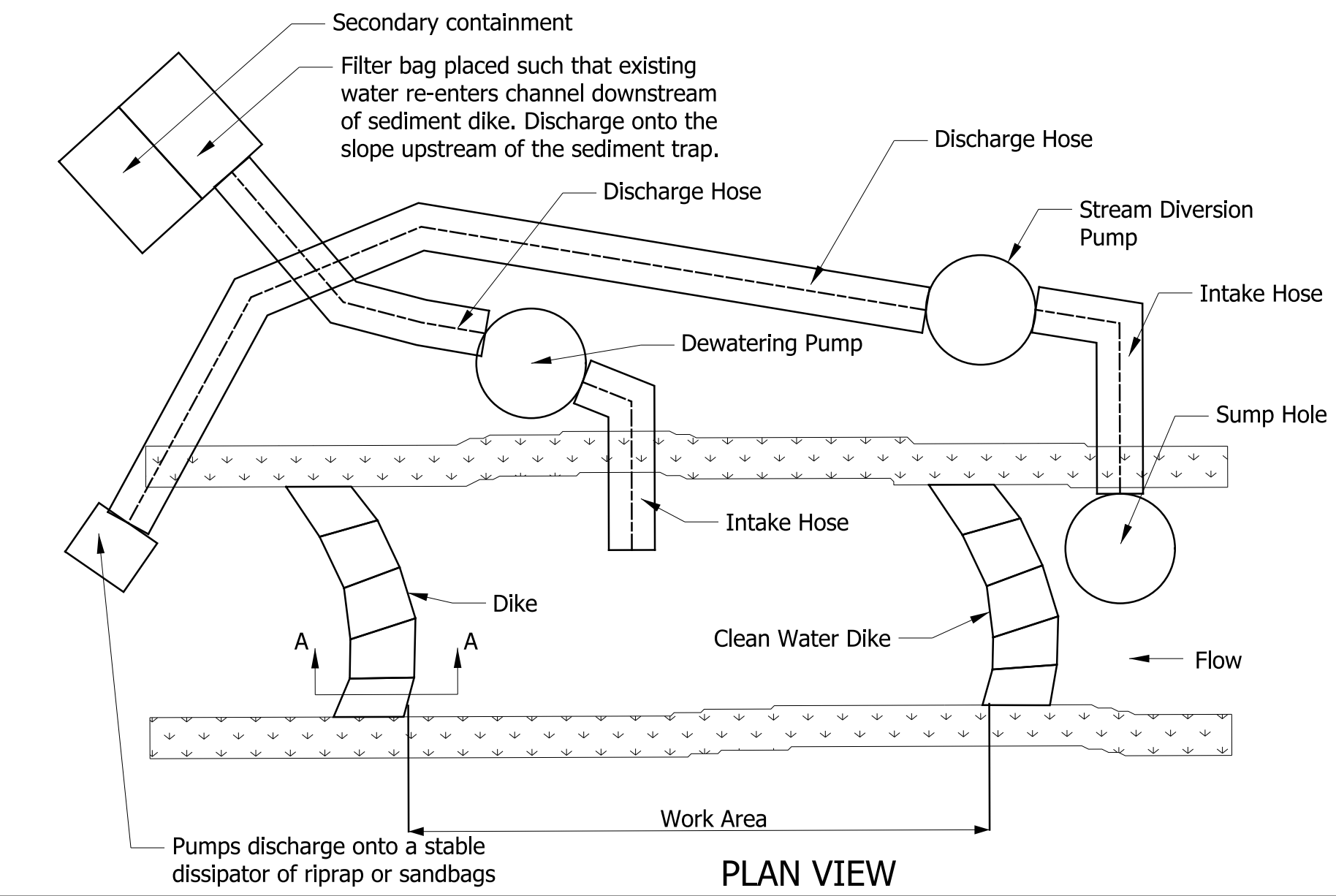


ELEVATION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE _____	INDIANA DEPARTMENT OF TRANSPORTATION		HORIZONTAL SCALE	BRIDGE FILE NO.
			1/8" = 1'-0"	
DESIGNED: STO	DRAWN: STO	GENERAL PLAN TYPICALS	VERTICAL SCALE	DESIGNATION NO.
CHECKED: ALB	CHECKED: ALB		1/8" = 1'-0"	1800269
		S.R. 250 OVER UNT BEAR CREEK	SURVEY BOOK NO.	SHEETS
				10 of 16
			CONTRACT NO.	PROJECT NO.
			B-41448	1800269



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SECTION "A-A"
PUMP AROUND DETAIL
 NOT TO SCALE

- NOTES**
- Clean water dike shall be 3'-0" high and 23'-0" wide.
 - Sediment dike shall be 2'-0" high and 20'-0" wide.
 - Intake hose shall be positioned so it does not rest on the stream bed.
 - Pump around shall be in place for the duration of construction activities in the channel.

TEMPORARY FILTER SOCK			
STATION	TO STATION	LT. / RT.	LENGTH
15+51	17+37	RT	188'
17+68	19+18	RT	193'
16+18	17+76	LT	164'
18+01	18+44	LT	53'
18+05	19+18	LT	121'
TOTAL			719'

- LEGEND**
- Temporary Filter Sock
 - Water Flow Direction
 - Cofferdam

S:\COL\4000-1099\4060\343 Drawings\CAD\Micros\Plan\Site Erosion Control Detail.dgn

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE _____	INDIANA DEPARTMENT OF TRANSPORTATION EROSION CONTROL DETAILS S.R. 250 OVER UNT BEAR CREEK	HORIZONTAL SCALE 1" = 20' VERTICAL SCALE NA	BRIDGE FILE NO. DESIGNATION NO. 1800269
		DESIGNED: STO CHECKED: ALB	DRAWN: STO CHECKED: ALB

Des 1800269

Appendix C

Early Coordination



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

Eric Holcomb, Governor
Joe McGuinness, Commissioner

January 29, 2021

RE: Des. No. 1800269, SR 250 Small Structure Project, 4.61 Miles east of SR 129, Seymour District, Switzerland County, IN.

Environmental Reviewer:

The Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) intend to proceed with a small structure project on SR 250 in Switzerland County, Indiana. This letter is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. **Please use the above designation number and description in your reply.** We will incorporate your comments into a study of the project's environmental impacts.

The proposed project area includes a culvert with structural deficiencies along a section of SR 250 over an Unnamed Tributary (UNT) to Bear Creek, approximately 4.61 miles east of SR 129. The existing structure (CV 250-078-51.30) consists of dual 36-inch diameter corrugated metal pipes that were placed as a temporary structure following the failure of the original 4-foot by 3.2-foot three-sided concrete box culvert. The temporary structure currently in place is not hydraulically adequate, which could lead to a build-up of debris at the inlet and/or flooding due to restricted water flow through the structure. The proposed scope of work involves replacing the temporary corrugated metal pipes with a 5-foot by 4-foot box culvert with a length of approximately 67.5 feet. The size and shape of this structure will provide adequate flow and is expected to require less future maintenance compared to other considered alternatives. The roadway crossing the structure will be reconstructed for a total of approximately 200 feet, and approximately 200 feet of guardrail will be placed on the north and south sides of the roadway crossing the structure. The roadway east and west of the structure will be milled and overlaid to tie into the reconstructed area. Drives within the construction area will be reconstructed, and riprap will be placed within UNT to Bear Creek at the inlet and outlet of the new structure to prevent erosion.

It is anticipated that approximately 1.0 acre of permanent right-of-way will be required for this project. No temporary right-of-way is expected. No relocation of residents or businesses will be required. The project construction length will be approximately 0.06 mile and will require a road closure during construction. Maintenance of traffic is anticipated to utilize a detour on SR 129, SR 56, and SR 101. Letting for this proposed project is planned for December 2022.

Land use immediately surrounding the project area is roadside and agricultural. Due to the potential impact to water resources, a Waters of the U.S. Report will be prepared and coordination with INDOT ESD Ecology and Waterway Permitting will occur. The project qualifies for the application of the USFWS range-wide programmatic informal consultation for the Indiana Bat and Northern Long-Eared Bat and project information will be provided to the USFWS for review separately. SJCA Inc. will investigate the site for archaeological and historic resources for compliance with Section 106 and send findings to INDOT Cultural Resources staff and the State Historic Preservation Officer (SHPO) for review and concurrence.

Information specific to your agency's area of expertise concerning the effects of the project should be sent to Victoria Veach at SJCA Inc. by email at vveach@sjcainc.com, or at 9102 N Meridian Street, Suite 200, Indianapolis, IN 46260. The INDOT Project Manager, Terry Summers, may also be contacted at tsummers@indot.in.gov. Your response is requested within **thirty (30) calendar days**, and we will incorporate any of your comments into a study of the project's environmental impacts. **Should we not receive a response within 30 calendar days from the date of this**

letter, it will be assumed that your agency feels that there will be no adverse effects incurred as a result of the proposed project.

Thank you for your assistance.

Sincerely,



Victoria Veach
Ecologist
SJCA Inc.

Maps showing the location of the project and photos of the project area were included in the early coordination packet, but were removed here to avoid duplication. Please see Appendix B1-B7 for maps and photos of the project area.

Attachments:

- Early Coordination Recipient List
- Project Area Maps (Location, Topographic, Aerial)
- Project Area Photographs

**US 250 Small Structure Replacement
Des. No. 1800269
Early Coordination Letter sent to the Following Agencies:**

Federal Highway Administration
Seymore District, Erica Trait
Erica.Tait@dot.gov

Indiana Geological and Water Survey
(Online Submission)
<https://igws.indiana.edu/eAssessment>

Environmental Coordinator
IDNR Division of Fish and Wildlife
environmentalreview@dnr.in.gov

IDEM
(Online Submission)
<https://www.in.gov/idem/5283.htm>

Regional Environmental Coordinator
Midwest Regional Office
National Park Service
mwro_compliance@nps.gov

Groundwater Section
IDEM Wellhead Proximity Determinator Tool
<https://www.in.gov/idem/cleanwater/pages/wellhead>

Field Environmental Officer
Chicago Regional Office
U.S. Department of Housing & Urban Development
Melanie.H.Castillo@hud.gov

INDOT
Seymour District, David Dye
DDye@indot.in.gov

INDOT Project Manager, Terry Summers
TSummers@indot.in.gov

Field Supervisor
U.S. Fish and Wildlife Service
Bloomington Indiana Field Office
Robin_Mcwilliams@fws.gov

Natural Resources Conservation Service (NRCS)
State Conservationist, Rick Neilson
Rick.Neilson@in.usda.gov

Ms. Deborah Snyder
U.S. Army Corps of Engineers
Louisville District, Indianapolis Regulatory Office
RegulatoryApplicationsLRL@usace.army.mil

Switzerland County Government
Highway Department
Highway Superintendent, Darrell Keith
hwysuper@switzerlandcountycourthouse.org

Switzerland County Government
Soil and Water Conservation District
District Coordinator, Katie Collier
Katie.Collier@in.nacdnet.net

Switzerland County Government
Surveyor, Brian McAllister
McallistBrian@aol.com

Switzerland County Government
Commissioner, Jerry Monjar
jmonjar@yahoo.com
Commissioner, Grant Dean
grant.switzco@gmail.com
Commissioner, Jamie Peters
jim.peters@jlxtrmemachine.com

Switzerland County Government
County Council President, Lance Collier
colliertsu@hotmail.com



Organization and Project Information

Project ID:
Des. ID: Des 1800269
Project Title: SR 250 Small Structure Project
Name of Organization: SJCA Inc
Requested by: Victoria Veach

Environmental Assessment Report

1. Geological Hazards:

- None documented in the area

2. Mineral Resources:

- **Bedrock Resource: Low Potential**
- **Sand and Gravel Resource: None documented in the area**

3. Active or abandoned mineral resources extraction sites:

- None documented in the area

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

DISCLAIMER:

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

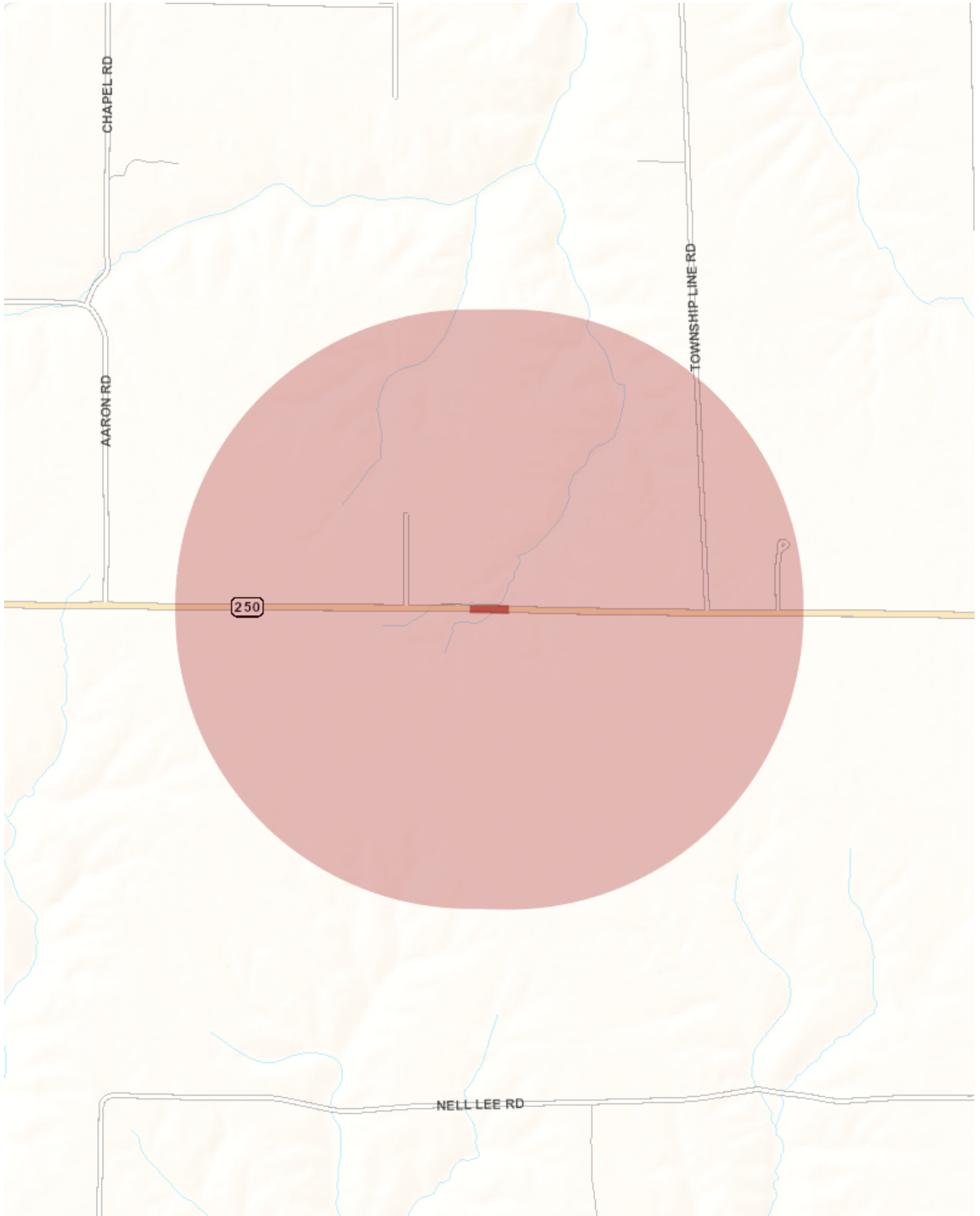
This information was furnished by Indiana Geological Survey

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

Email: IGSEnvir@indiana.edu

Phone: 812 855-7428

Date: January 29, 2021



Metadata:

- https://maps.indiana.edu/metadata/Geology/Bedrock_Geology.html



Indiana Department of Environmental Management

We Protect Hoosiers and Our Environment.

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

INDOT Seymour District
Terry Summers
185 Agrico Lane
Seymour , IN IN
Date

SJCA Inc.
Victoria Veach
9102 N Meridian St
Indianapolis , IN 46260

Dear Grant Administrator or Other Finance Approval Authority:

RE: The proposed project will replace the existing culvert carrying SR 250 over UNT to Bear Creek. The existing dual corrugated metal pipes will be replaced with a 5-foot by 4-foot concrete box culvert with a length of 67.5 feet.

The Indiana Department of Environmental Management (IDEM) is aware that many local government or not-for-profit entities are seeking grant monies, a bond issuance, or another public funding mechanism to cover some portion of the cost of a public works, infrastructure, or community development project. IDEM also is aware that in order to be eligible for such funding assistance, applicants are required to first evaluate the potential impacts that their particular project may have on the environment. In order to assist applicants seeking such financial assistance and to ensure that such projects do not have an adverse impact on the environment, IDEM has prepared the following list of environmental issues that each applicant must consider in order to minimize environmental impacts in compliance with all relevant state laws.

IDEM recommends that each applicant consider the following issues when moving forward with their project. IDEM also requests that, in addition to submitting the information requested above, each applicant also sign the attached certification, attesting to the fact that they have read the letter in its entirety, agree to abide by the recommendations of the letter, and to apply for any permits required from IDEM for the completion of their project.

IDEM recommends that any person(s) intending to complete a public works, infrastructure, or community development project using any public funding consider each of the following applicable recommendations and requirements:

WATER AND BIOTIC QUALITY

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

Environmental Management. A valid jurisdictional wetlands determination can only be made by the USACE, using the 1987 Wetland Delineation Manual.

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

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

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

2. In the event a Section 404 wetlands permit is required from the USACE, you also must obtain a Section 401 Water Quality Certification from the IDEM Office of Water Quality. To learn more about the water quality certification program, visit: <http://www.in.gov/idem/4384.htm> (<http://www.in.gov/idem/4384.htm>).
3. If the USACE determines that a wetland or other body of water is isolated and not subject to Clean Water Act regulation, it is still regulated by the state of Indiana . A state isolated wetland permit from IDEM's Office of Water Quality is required for any activity that results in the discharge of dredged or fill materials into isolated wetlands. To learn more about isolated wetlands, contact the Office of Water Quality at 317-233-8488.
4. If your project will impact more than 0.5 acres of wetland, stream relocation, or other large-scale alterations to bodies of water such as the creation of a dam or a water diversion, you should seek additional input from the Office of Water Quality, Wetlands staff at 317-233-8488.
5. Work within the one-hundred year floodway of a given body of water is regulated by the Department of Natural Resources, Division of Water. Contact this agency at 317-232-4160 for further information.
6. The physical disturbance of the stream and riparian vegetation, especially large trees overhanging any affected water bodies should be limited to only that which is absolutely necessary to complete the project. The shade provided by the large overhanging trees helps maintain proper stream temperatures and dissolved oxygen for aquatic life.
7. For projects involving construction activity (which includes clearing, grading, excavation and other land disturbing activities) that result in the disturbance of one (1), or more, acres of total land area, contact the

Office of Water Quality – Watershed Planning Branch (317/233-1864) regarding the need for of a Rule 5 Storm Water Runoff Permit. Visit the following Web page

- <http://www.in.gov/idem/4902.htm> (<http://www.in.gov/idem/4902.htm>)

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

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

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

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

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

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

AIR QUALITY

The above-noted project (see page 1) should be designed to minimize any impact on ambient air quality in, or near, the project area. The project must comply with all federal and state air pollution regulations. Consideration should be given to the following:

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

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

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

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

3. The U.S. EPA and the U.S. Surgeon General recommend that people not have long-term exposure to radon at levels above 4 pCi/L. For a county-by-county map of predicted radon levels in Indiana, visit <http://www.in.gov/idem/4267.htm> (<http://www.in.gov/idem/4267.htm>).

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

(http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon_testers_mitigators_list.pdf). Also, it is recommended that radon reduction measures be built into all new homes, particularly in areas like Indiana that have moderate to high predicted radon levels.

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

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

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

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

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

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

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

5. With respect to lead-based paint removal, IDEM encourages all efforts to minimize human exposure to lead-based paint chips and dust. IDEM is particularly concerned that young children exposed to lead can suffer from learning disabilities. Although lead-based paint abatement efforts are not mandatory, any abatement that is conducted within housing built before January 1, 1978, or a child-occupied facility is required to comply with all lead-based paint work practice standards, licensing and notification requirements. For more information about lead-based paint removal, visit <http://www.in.gov/idem/permits/guide/waste/leadabatement.html> (<http://www.in.gov/idem/permits/guide/waste/leadabatement.html>).
6. Ensure that asphalt paving plants are permitted and operate properly. The use of cutback asphalt, or asphalt emulsion containing more than seven percent (7%) oil distillate, is prohibited during the months of April through October. See 326 IAC 8-5-2, Asphalt Paving Rule (<http://www.ai.org/legislative/iac/T03260/A00080.PDF> (<http://www.ai.org/legislative/iac/T03260/A00080.PDF>)).
7. If your project involves the construction of a new source of air emissions or the modification of an existing source of air emissions or air pollution control equipment, it will need to be reviewed by the IDEM Office of Air Quality (OAQ). A registration or permit may be required under 326 IAC 2 (www.ai.org/legislative/iac/t03260/a00020.pdf (<http://www.ai.org/legislative/iac/t03260/a00020.pdf>)). New sources that use or emit hazardous air pollutants may be subject to Section 112 of the Clean Air Act and corresponding state air regulations governing hazardous air pollutants.

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

LAND QUALITY

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

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

FINAL REMARKS

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

Please note that this letter does not constitutes a permit, license, endorsement, or any other form of approval on the part of either the Indiana Department of Environmental Management or any other Indiana state agency.

Should you have any questions relating to the content or recommendations of this letter, or if you have additional questions about whether a more complete environmental review of your project should be conducted, please feel free to contact Steve Howell at (317) 232-8587, snhowell@idem.in.gov.

Signature(s) of the Applicant

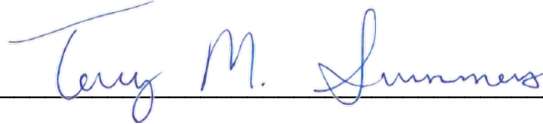
I acknowledge that I am seeking grant monies, a bond issuance, or other public funding mechanism to cover some portion of the cost of the public works, infrastructure, or community development project as described herein, which I am working (possibly with others) to complete.

Project Description

The proposed project will replace the existing culvert carrying SR 250 over UNT to Bear Creek. The existing dual corrugated metal pipes will be replaced with a 5-foot by 4-foot concrete box culvert with a length of 67.5 feet.

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

Dated Signature of the Public Owner
Contact/Responsible Elected Official




February 1, 2021

Terry Summers

Dated Signature of the Project

Planner/Consultant Contact Person



January 29, 2021

Victoria Veach

February 17, 2021

Victoria Veach
SJCA
9201 North Meridian Street, Suite 200
Indianapolis, Indiana 46260

Dear Ms. Veach:

The proposed project to proceed with a small structure project along State Road 250 in Switzerland County, Indiana, (Des No 1800269) as referred to in your letters received January 29, 2020, will not cause a conversion of prime farmland.

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

Sincerely,

RICHARD Digitally signed by
RICHARD NEILSON
NEILSON Date: 2021.02.18
15:48:51 -05'00'

RICK NEILSON
State Soil Scientist



Victoria Veach

From: McWilliams, Robin <robin_mcwilliams@fws.gov>
Sent: Thursday, February 25, 2021 12:23 PM
To: Victoria Veach
Subject: Re: [EXTERNAL] Des 1800269, SR 250 Small Structure Project Early Coordination

Dear Victoria,

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

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

The project is within the range of the Indiana bat (*Myotis sodalis*) and northern long-eared bat (*Myotis septentrionalis*) and should follow the new Indiana bat/northern long-eared bat programmatic consultation process, if applicable (i.e. a federal transportation nexus is established). The Service has 14 days after a "Not Likely to Adversely Affect" determination letter is generated to review the project and provide additional comments or request additional information; if you do not receive a response from us within 14 days, we have no additional comments.

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

We appreciate the opportunity to comment at this early stage of project planning. If you have any questions about our recommendations, please call (812) 334-4261 x. 207.

Sincerely,
Robin McWilliams Munson

Standard Recommendations:

1. Do not clear trees or understory vegetation outside the construction zone boundaries. **(This restriction is not related to the "tree clearing" restriction for potential Indiana Bat habitat.)**
2. Restrict below low-water work in streams to placement of culverts, piers, pilings and/or footings, shaping of the spill slopes around the bridge abutments, and placement of riprap. Culverts should span the active stream channel, should be either embedded or a 3-sided or open-arch culvert, and be installed where practicable on an essentially flat slope. When an open-bottom culvert or arch is used in a stream, which has a good natural bottom substrate, such as gravel, cobbles and boulders, the existing substrate should be left undisturbed beneath the culvert to provide natural habitat for the aquatic community.
3. Restrict channel work and vegetation clearing to the minimum necessary for installation of the stream crossing structure.

4. Minimize the extent of hard armor (riprap) in bank stabilization by using bioengineering techniques whenever possible. If riprap is utilized for bank stabilization, extend it below low-water elevation to provide aquatic habitat.
5. Implement temporary erosion and sediment control methods within areas of disturbed soil. All disturbed soil areas upon project completion will be vegetated following INDOT's standard specifications.
6. Avoid all work within the inundated part of the stream channel (in perennial streams and larger intermittent streams) during the fish spawning season (April 1 through June 30), except for work within sealed structures such as caissons or cofferdams that were installed prior to the spawning season. No equipment shall be operated below Ordinary High Water Mark during this time unless the machinery is within the caissons or on the cofferdams.
7. Evaluate wildlife crossings under bridge/culverts projects in appropriate situations. Suitable crossings include flat areas below bridge abutments with suitable ground cover, high water shelves in culverts, amphibian tunnels and diversion fencing

Robin McWilliams Munson
Fish and Wildlife Biologist
U.S. Fish and Wildlife Service
620 South Walker Street
Bloomington, IN 46142
812-334-4261

Mon-Tues 8-3:30p
Wed-Thurs 8:30-3p Telework

From: Victoria Veach <vveach@sjcainc.com>
Sent: Friday, January 29, 2021 2:23 PM
To: McWilliams, Robin <robin_mcwilliams@fws.gov>
Subject: [EXTERNAL] Des 1800269, SR 250 Small Structure Project Early Coordination

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

Hello,

Please find attached a packet of information detailing a small structure project planned along SR 250 in Switzerland County, Indiana. Please respond within 30 days of the date on this letter. If no response is received, it will be assumed that you have no comments or concerns regarding this project. Please reach out if you have questions or would like more information.

Thank you,

Victoria Veach
Ecologist

SJCA Inc.
1104 Prospect Street
Indianapolis, IN, 46203
Tel: 317-566-0629 Ext 434|Mobile: 317-749-2742

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

DNR #: ER-23389

Request Received: January 29, 2021

Requestor: SJCA Inc
Victoria Veach
1104 Prospect Street
Indianapolis, IN 46203

Project: SR 250 small structure (CV 250-078-51.30) replacement over UNT Bear Creek (Branch), about 4.61 miles east of SR 129; Des #1800269

County/Site info: Switzerland

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

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

Regulatory Assessment: Formal approval by the Department of Natural Resources under the regulatory programs administered by the Division of Water is not required for this project.

Natural Heritage Database: The Natural Heritage Program's data have been checked. To date, no plant or animal species listed as state or federally threatened, endangered, or rare have been reported to occur in the project vicinity.

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

1) Crossing Structure:

For purposes of maintaining fish and wildlife passage through a crossing structure, the Environmental Unit recommends bridges rather than culverts and bottomless culverts rather than box or pipe culverts. Wide culverts are better than narrow culverts, and culverts with shorter through lengths are better than culverts with longer through lengths. If box or pipe culverts are used, the bottoms should be buried a minimum of 6" (or 20% of the culvert height/pipe diameter, whichever is greater up to a maximum of 2') below the stream bed elevation to allow a natural streambed to form within or under the crossing structure. Crossings should: span the entire channel width (a minimum of 1.2 times the OHWM width); maintain the natural stream substrate within the structure; have a minimum openness ratio (height x width / length) of 0.25; and have stream depth, channel width, and water velocities during low-flow conditions that are approximate to those in the natural stream channel. Banklines should be restored within box and pipe structures to allow for wildlife passage above the ordinary highwater mark.

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. When determining an appropriate bridge or culvert size, consider whether or not wildlife/vehicle collisions are a concern at the crossing site. If feasible, a larger bridge or culvert opening can allow for the movement of wildlife under the roadway in order to minimize wildlife/vehicle collisions.

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Division of Fish and Wildlife
Early Coordination/Environmental Assessment

2) Bank Stabilization:

Establishing vegetation along the banks is critical for stabilization and erosion control. In addition to vegetation, some other form of bank stabilization may be needed. While hard armoring alone (e.g. riprap or glacial stone) may be needed in certain instances, soft armoring and bioengineering techniques should be considered first. In many instances, one or more methods are necessary to increase the likelihood of vegetation establishment. Combining vegetation with most bank stabilization methods can provide additional bank protection and help reduce impacts upon fish and wildlife. Information about bioengineering techniques can be found at <http://www.in.gov/legislative/iac/20120404-IR-312120154NRA.xml.pdf>. Also, the following is a USDA/NRCS document that outlines many different bioengineering techniques for streambank stabilization: <http://directives.sc.egov.usda.gov/17553.wba>.

Riprap must not be placed in the active thalweg channel or placed in the streambed in a manner that precludes fish or aquatic organism passage (riprap must not be placed above the existing streambed elevation). Riprap may be used only at the toe of the sideslopes up to the ordinary high water mark (OHWM). The banks above the OHWM must be restored, stabilized, and revegetated using geotextiles and a mixture of grasses, sedges, wildflowers, shrubs, and trees native to Eastern Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion.

3) Riparian Habitat:

We recommend a mitigation plan be developed for any unavoidable habitat impacts that will occur. The DNR's Habitat Mitigation guidelines (and plant lists) can be found online at: <http://iac.iga.in.gov/iac/20200527-IR-312200284NRA.xml.pdf>.

Impacts to non-wetland forest of one (1) acre or more should be mitigated at a minimum 2:1 ratio. If less than one acre of non-wetland forest is removed in a rural setting, replacement should be at a 1:1 ratio based on area. Impacts to non-wetland forest under one (1) acre in an urban setting should be mitigated by planting five trees, at least 2 inches in diameter-at-breast height (dbh), for each tree which is removed that is 10" dbh or greater (5:1 mitigation based on the number of large trees) or by using the 1:1 replacement ratio based on area depending on the type of habitat impacted (individual canopy tree removal in an urban streetscape or park-like environment versus removal of habitat supporting a tree canopy, woody understory, and herbaceous layer). Impacts under 0.10 acre in an urban area may still involve the replacement of large diameter trees but typically do not require any additional mitigation or additional plantings beyond seeding and stabilizing disturbed areas. There are exceptions for high quality habitat sites however.

4) Stream/Wetland Habitat:

For any stream and/or wetland impacts, you may need to contact the Indiana Department of Environmental Management (IDEM) 401 program and the US Army Corps of Engineers (USACE) 404 program. Impacts to wetland habitat should be mitigated at the appropriate ratio according to the 1991 INDOT/IDNR/USFWS Memorandum of Understanding.

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

1. Revegetate all bare and disturbed areas that will not be mowed and maintained with a mixture of grasses, sedges, and wildflowers native to Southeastern 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 regularly mowed areas only.

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

2. Minimize and contain within the project limits inchannel disturbance and the clearing of trees and brush.
3. Do not work in the waterway from April 1 through June 30 without the prior written approval of the Division of Fish and Wildlife.
4. Do not cut any trees suitable for Indiana bat or Northern Long-eared bat roosting (greater than 5 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30.
5. Do not excavate in the low flow area except for the placement of piers, foundations, and riprap, or removal of the old structure.
6. Do not construct any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumparounds.
7. Operate equipment used to replace the bridge from the existing roadway.
8. Use minimum average 6 inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids.
9. Do not use broken concrete as riprap.
10. Underlay the riprap with a bedding layer of well graded aggregate or a geotextile to prevent piping of soil underneath the riprap.
11. Minimize the movement of resuspended bottom sediment from the immediate project area.
12. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the stream or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.
13. Seed and protect all disturbed streambanks and slopes not protected by other methods that are 3:1 or steeper with erosion control blankets that are heavy-duty, biodegradable, and net free or that use loose-woven / Leno-woven netting to minimize the entrapment and snaring of small-bodied wildlife such as snakes and turtles (follow manufacturer's recommendations for selection and installation); seed and apply mulch on all other disturbed areas.
14. Do not excavate or place fill in any riparian wetland.

Contact Staff:

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

Christie L. Stanifer

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

Date: February 26, 2021



United States Department of the Interior



FISH AND WILDLIFE SERVICE

Indiana Ecological Services Field Office

620 South Walker Street

Bloomington, IN 47403-2121

Phone: (812) 334-4261 Fax: (812) 334-4273

<http://www.fws.gov/midwest/Endangered/section7/s7process/step1.html>

In Reply Refer To:

June 08, 2021

Consultation Code: 03E12000-2021-SLI-0823

Event Code: 03E12000-2021-E-06653

Project Name: Des 1800269 SR 250 over UNT to Bear Branch Small Structure Project

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

To Whom It May Concern:

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

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

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

Please use the species list provided and visit the U.S. Fish and Wildlife Service’s Region 3 Section 7 Technical Assistance website at - <http://www.fws.gov/midwest/endangered/section7/s7process/index.html>. This website contains step-by-step instructions which will help you determine if your project will have an adverse effect on listed species and will help lead you through the Section 7 process.

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

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

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

Attachment(s):

- Official Species List

Official Species List

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

This species list is provided by:

Indiana Ecological Services Field Office

620 South Walker Street
Bloomington, IN 47403-2121
(812) 334-4261

Project Summary

Consultation Code: 03E12000-2021-SLI-0823

Event Code: 03E12000-2021-E-06653

Project Name: Des 1800269 SR 250 over UNT to Bear Branch Small Structure Project

Project Type: BRIDGE CONSTRUCTION / MAINTENANCE

Project Description: The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) intend to proceed with a small structure replacement project on the existing structure carrying SR 250 over an Unnamed Tributary (UNT) to Bear Branch. The original structure (CV 250-078-51.30) developed structural deficiencies, failed, and was temporarily replaced in 2018 with the two existing corrugated metal pipes. The proposed scope of work includes replacing these temporary structures with a 5-foot by 4-foot reinforced concrete box culvert. The new structure will be 56 feet long, and wingwalls will be constructed at the inlet. Riprap will be placed at the inlet and outlet of the new structure, as well as along the ditch lines adjacent to the structure. The travel lanes and shoulders crossing the structure will be widened, and the existing guardrail will be removed and not replaced.

This project will place the new structure on a 33-degree skew. The inlet of the new structure will be placed approximately 21 feet southwest of the existing inlet, and approximately 67 linear feet of the stream passing through the structure will be realigned. A total of 113 linear feet of this stream will be permanently impacted and 35 linear feet will be temporarily impacted by this project. A second stream carrying roadside drainage is located along the roadside on the northwest side of the structure. Approximately 162 linear feet of this stream will be shifted north to accommodate the proposed lane widening. This project is anticipated to require 0.69 acre of permanent right-of-way. No temporary right-of-way is expected.

Suitable habitat is located within the project area in the form of roadside trees and vegetation along SR 250. Tree removal will be necessary on the northwest side of the existing structure, with a total of approximately 0.04 acre of tree removal anticipated. Approximately 0.37 acre of terrestrial vegetation will be disturbed outside the existing roadway. No permanent lighting is planned; however, temporary lighting may be used during construction.

A review of the USFWS database by INDOT Seymour District staff on September 22, 2020 did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. The existing structures were inspected by SJCA Inc staff on September 3, 2020 and no signs of

bats were observed. The letting date for this project is currently anticipated for December 2022.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@38.87344575,-85.10514423809161,14z>



Counties: Switzerland County, Indiana

Endangered Species Act Species

There is a total of 2 threatened, endangered, or candidate species on this species list.

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

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

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

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

Mammals

NAME	STATUS
Indiana Bat <i>Myotis sodalis</i> There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/5949	Endangered
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. This species only needs to be considered under the following conditions: <ul style="list-style-type: none"> ▪ Incidental take of the NLEB is not prohibited here. Federal agencies may consult using the 4(d) rule streamlined process. Transportation projects may consult using the programmatic process. See www.fws.gov/midwest/endangered/mammals/nleb/index.html Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened

Critical habitats

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



United States Department of the Interior



FISH AND WILDLIFE SERVICE

Indiana Ecological Services Field Office

620 South Walker Street

Bloomington, IN 47403-2121

Phone: (812) 334-4261 Fax: (812) 334-4273

<http://www.fws.gov/midwest/Endangered/section7/s7process/step1.html>

In Reply Refer To:

June 14, 2021

Consultation code: 03E12000-2021-I-0823

Event Code: 03E12000-2021-E-06776

Project Name: Des 1800269 SR 250 over UNT to Bear Branch Small Structure Project

Subject: Concurrence verification letter for the 'Des 1800269 SR 250 over UNT to Bear Branch Small Structure Project' project under the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request to verify that the **Des 1800269 SR 250 over UNT to Bear Branch Small Structure Project** (Proposed Action) may rely on the concurrence provided in the February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C 1531 *et seq.*).

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

The Service has 14 calendar days to notify the lead Federal action agency or designated non-federal representative if we determine that the Proposed Action does not meet the criteria for a NLAA determination under the PBO. If we do not notify the lead Federal action agency or designated non-federal representative within that timeframe, you may proceed with the Proposed Action under the terms of the NLAA concurrence provided in the PBO. This verification period allows Service Field Offices to apply local knowledge to implementation of the PBO, as we may identify a small subset of actions having impacts that were unanticipated. In such instances, Service Field Offices may request additional information that is necessary to verify inclusion of the proposed action under the PBO.

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

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

Project Description

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

Name

Des 1800269 SR 250 over UNT to Bear Branch Small Structure Project

Description

The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) intend to proceed with a small structure replacement project on the existing structure carrying SR 250 over an Unnamed Tributary (UNT) to Bear Branch. The original structure (CV 250-078-51.30) developed structural deficiencies, failed, and was temporarily replaced in 2018 with the two existing corrugated metal pipes. The proposed scope of work includes replacing these temporary structures with a 5-foot by 4-foot reinforced concrete box culvert. The new structure will be 56 feet long, and wingwalls will be constructed at the inlet. Riprap will be placed at the inlet and outlet of the new structure, as well as along the ditch lines adjacent to the structure. The travel lanes and shoulders crossing the structure will be widened, and the existing guardrail will be removed and not replaced.

This project will place the new structure on a 33-degree skew. The inlet of the new structure will be placed approximately 21 feet southwest of the existing inlet, and approximately 67 linear feet of the stream passing through the structure will be realigned. A total of 113 linear feet of this stream will be permanently impacted and 35 linear feet will be temporarily impacted by this project. A second stream carrying roadside drainage is located along the roadside on the northwest side of the structure. Approximately 162 linear feet of this stream will be shifted north to accommodate the proposed lane widening. This project is anticipated to require 0.69 acre of permanent right-of-way. No temporary right-of-way is expected.

Suitable habitat is located within the project area in the form of roadside trees and vegetation along SR 250. Tree removal will be necessary on the northwest side of the existing structure, with a total of approximately 0.04 acre of tree removal anticipated. Approximately 0.37 acre of terrestrial vegetation will be disturbed outside the existing roadway. No permanent lighting is planned; however, temporary lighting may be used during construction.

A review of the USFWS database by INDOT Seymour District staff on September 22, 2020 did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. The existing structures were inspected by SJCA Inc staff on September 3, 2020 and no signs of bats were observed. The letting date for this project is currently anticipated for December 2022.

Determination Key Result

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

Qualification Interview

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

[1] See [Indiana bat species profile](#)

Automatically answered

Yes

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

[1] See [Northern long-eared bat species profile](#)

Automatically answered

Yes

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

A) *Federal Highway Administration (FHWA)*

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

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

No

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

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

No

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

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

No

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

No

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

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

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

Yes

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

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

Yes

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

No

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

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

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

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

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

No

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

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

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

No

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

Yes

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

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

B) During the inactive season

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

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

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

No

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

Yes

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

B) During the inactive season

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

Yes

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

No

20. Are *all* trees that are being removed clearly demarcated?
Yes
21. Will the removal of habitat or the removal/trimming of trees include installing new or replacing existing **permanent** lighting?
No
22. Does the project include wetland or stream protection activities associated with compensatory wetland mitigation?
No
23. Does the project include slash pile burning?
No
24. Does the project include *any* bridge removal, replacement, and/or maintenance activities (e.g., any bridge repair, retrofit, maintenance, and/or rehabilitation work)?
Yes
25. Is there *any* suitable habitat^[1] for Indiana bat or NLEB **within** 1,000 feet of the bridge? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

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

Yes

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

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

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

Yes

SUBMITTED DOCUMENTS

- *Des 1800269 Bat Inspection.pdf* <https://ecos.fws.gov/ipac/project/RZH6IVICGZDH5NQN5IIGBLAUZY/projectDocuments/99568383>

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

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

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

No

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

No

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

No

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

Yes

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

Yes

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

No

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

No

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

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

Yes

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

No

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

Automatically answered

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

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

Automatically answered

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

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

Automatically answered

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

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

Automatically answered

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

40. **General AMM 1**

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

Yes

41. Tree Removal AMM 1

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

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

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

Yes

42. Tree Removal AMM 3

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

Yes

43. Tree Removal AMM 4

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

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

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

Yes

44. Lighting AMM 1

Will *all* **temporary** lighting be directed away from suitable habitat during the active season?

Yes

Project Questionnaire

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

N/A

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

N/A

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

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

0.04

4. Please describe the proposed bridge work:

Des 1800269 will replace the existing structure with a 5-foot by 4-foot concrete box culvert. The new structure will be realigned and placed at a 33-degree skew. Wingwalls will be constructed at the inlet. Riprap will be placed at the inlet and outlet of the structure and in the ditch lines adjacent to the structure.

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

December 2022

6. Please enter the date of the bridge assessment:

September 3, 2020

Avoidance And Minimization Measures (AMMs)

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

LIGHTING AMM 1

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

TREE REMOVAL AMM 2

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

TREE REMOVAL AMM 3

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

TREE REMOVAL AMM 4

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

GENERAL AMM 1

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

TREE REMOVAL AMM 1

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

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

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

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

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

Victoria Veach

From: Dye, David <DDYE@indot.IN.gov>
Sent: Monday, June 14, 2021 4:21 PM
To: Victoria Veach
Subject: RE: Des 1800269, IPaC, Updated Tree Removal Amount

I have reviewed and submitted this determination to USFWS for their 14-day review period.

Let me know if you have any additional questions.

David Dye

Environmental Section Manager

185 Agrico Lane

Seymour, IN 47274

Office: (812) 524-3723

Email: ddye@indot.in.gov



From: Victoria Veach <vveach@sjcainc.com>
Sent: Tuesday, June 8, 2021 6:23 PM
To: Dye, David <DDYE@indot.IN.gov>
Subject: RE: Des 1800269, IPaC, Updated Tree Removal Amount

****** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ******

Hello again,

I have updated the ROW (a reduction from the original this time..) in the IPaC project description and generated new documents. Let me know if you want any revisions!

Thank you!

Victoria Veach
Ecologist

SJCA Inc.

1104 Prospect Street
Indianapolis, IN 46203

Tel: 317-566-0629



INDOT Bridge/Small Structure Bat Inspection Data Sheet (Rev 4/29/2016)

General Information		
Date of Inspection: 9.3.2020 Time of Inspection: 3:15 pm	Initial Inspection <input checked="" type="checkbox"/> Follow-up Inspection <input type="checkbox"/> Construction <input type="checkbox"/>	Temp: 82 F Wind: W 8 mph Precip: none Sunrise: 7:14 am Sunset: 8:09 pm
County: Switzerland	Inspected by: Victoria Veach	
GPS Northing: 38.87347 Easting: -85.10496 UTM Zone: 16 S	Contract Number: B-41448 Des 1800269	Anticipated Start Date for Construction:

Bridge or Culvert	Bridge or Culvert
Stream or Road Crossed: UNT to Bear Branch	Station: 17+70.93
Bridge/Culvert number: CV 250-078-51.30	Number of Spans:
Type of Structure: <input type="checkbox"/> Concrete box beam <input type="checkbox"/> Steel beam <input type="checkbox"/> Concrete I-beam <input type="checkbox"/> Steel girder <input type="checkbox"/> Concrete bulb tee beam <input type="checkbox"/> Steel pony truss <input type="checkbox"/> Concrete arch <input type="checkbox"/> Welded steel thru girder <input type="checkbox"/> Concrete girder <input type="checkbox"/> Concrete box culvert <input type="checkbox"/> Concrete slab <input type="checkbox"/> Concrete pipe <input type="checkbox"/> Multi-plate arch <input checked="" type="checkbox"/> Corrugated steel pipe <input type="checkbox"/> Other (list):	Material: <input type="checkbox"/> Concrete <input checked="" type="checkbox"/> Steel <input type="checkbox"/> Other (describe): Shape: <input type="checkbox"/> Box Culvert <input checked="" type="checkbox"/> Pipe <input type="checkbox"/> Arch <input type="checkbox"/> Slab <input type="checkbox"/> Other (describe)
Searched entire structure? If not, why not? Yes	Location of bats or signs of use (w/drawing and photos):
Bats Present? <input type="checkbox"/> Seen? <input type="checkbox"/> Heard?	
No	
In Clusters? Number of clusters:	
Number of bats in largest cluster:	
Approximate total number of bats found:	
Signs of previous bat use? <input type="checkbox"/> Guano <input type="checkbox"/> Staining	

If Bats Present
Date and Time Project Supervisor was notified:
Name of Project Supervisor notified:

Des 1800269

Appendix D

Section 106 of the NHPA

Minor Projects PA Project Assessment Form

Date: 6/9/2021

Project Designation Number: 1800269

Route Number: State Road (SR) 250

Project Description: Small Structure Replacement over unnamed tributary to (UNT) Bear Creek, 4.61 miles of SR 129

The Indiana Department of Transportation (INDOT)/Seymour District The proposed project is located along SR 250 east of the Town of East Enterprise in Switzerland County, IN. The project area is approximately 4.61 miles east of SR 129. This section of SR 250 is classified as a rural major collector with a posted speed of 55 mph. The typical cross section of this given roadway includes one lane in each direction, approximately 9.5-feet in width with minimal shoulders. Guardrail is also located along the north and south sides of the roadway. The original culvert structure (CV 250-078-51.30) was a 4-by 3.2-foot, and 30-foot long, three-sided concrete structure. This structure failed in 2018 was replaced by two (2) temporary 36-inch corrugated metal pipes (CMP) used as placeholder until a permanent structure was implemented. The structure carries drainage from south to north.

The original concrete structure developed cracking, leaching, and spalls on the concrete. The two temporary metal pipes in place as the existing replacement do not sufficiently meet hydraulic standards and could lead to debris issues. The need for this project is thus connected to the structural deficiencies of the original culvert, which has failed and was replaced with temporary hydraulically inadequate CMPs until a new solution could be implemented. The purpose of this project is to replace the temporary pipes the roadway.

The current planned alternative is to replace the existing structure with a 5-foot by 4-foot reinforced concrete box (RCB) culvert with a length of 56 feet. The new structure will be placed at a 33-degree skew, which will realign the existing CMPs that are situated perpendicular to the roadway. The new inlet will be placed approximately 21 feet southwest of the existing inlet, and the upstream streambed will be realigned to remove a 90-degree curve in the stream. The outlet of the new structure will be placed in the same location as the existing outlet. Wingwalls will be placed at the inlet of the new structure.

The travel lanes crossing the structure will be widened to 11-feet, and 2-foot wide paved and 1-foot wide aggregate shoulders will be constructed. East and west of the structure the roadway width will taper to tie into existing roadway width. Full depth hot mixed asphalt (HMA) will be required for a total of approximately 220 feet of SR 250 crossing the structure. West of the structure, a variable depth HMA wedge and level will be required for approximately 60 feet past the full depth HMA and an HMA mill and overlay will be required to tie all work into the existing roadway at the project termini. Approximately 60 feet of mill and overlay will be required at the western terminus and approximately 30 feet will be required at the eastern terminus. The existing guardrail will be removed and not replaced.

The project will require the acquisition of 0.69 acres of permanent right-of-way (ROW) no temporary ROW.

Feature crossed (if applicable): N/A

City/Township: Pleasant Township

County: Switzerland

Information reviewed (please check all that apply):

General project location map USGS map Aerial photograph Interim Report

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- Written description of project area General project area photos Soil survey data
 Previously completed historic property reports Previously completed archaeology reports
 Bridge Inspection Information SHAARD SHAARD GIS Streetview Imagery

Other (please specify): Indiana Historic Building, Bridges, and Cemeteries Map (IHBBCM); County GIS data (accessed via <https://beacon.schneidercorp.com/>); Bridge Inspection Application System (BIAS); project information provided by SJCA, Inc., dated 4/9/2021, on file at INDOT-CRO;

Jackson, Christopher

2021 A Phase Ia Archaeological Reconnaissance for the Proposed SR 250 Small Structure Replacement over an Unnamed Tributary of Bear Creek (Des 1800269) that is 4.61 Miles East of SR 129 in Pleasant Township, Switzerland County, Indiana. . SJCA, Inc. Submitted to Strand Associates. Report on file at IDNR, DHPA.

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

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

Condition A (Archaeological Resources)

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

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

Condition B (Above-Ground Resources)

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

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

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elevated sidewalks and retaining walls, under the following conditions (*BOTH Condition a and Condition b must be satisfied*):

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

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

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

Additional Comments:

Above-ground Resources

An INDOT-Cultural Resources Office (CRO) historian who meets the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61 first performed a desktop review, checking the Indiana Register of Historic Sites and Structures (State Register) and National Register of Historic Places (National Register) lists for Switzerland County. No listed resources are present within 0.25 mile of the project area, a distance that would serve as an adequate area of potential effects (APE) given the scope of the project and the surrounding terrain.

The *Switzerland County Interim Report* (1979/2006; Pleasant Township) of the Indiana Historic Sites and Structures Inventory (IHSSI) was also consulted. The National Register & IHSSI information is available in the Indiana State Historic Architectural and Archaeological Research Database (SHAARD) and the Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBCM). The SHAARD information was checked against the interim report hard-copy maps. The following surveyed Pleasant Township resources are recorded within 0.25 mile of the project location: **1) #10029** (618 SR 250; c.-1930 gable-front; rated 'contributing'); **2) #10030** (584 SR 250; c.-1880 hall & parlor; includes corn crib; rated 'notable'). No other surveyed resources were recorded within 0.25 mile of the project location.

According to the IHSSI rating system, generally properties rated "contributing" do not possess the level of historical or architectural significance necessary to be considered individually National Register eligible, although they would contribute to a historic district. If they retain material integrity, properties rated "notable" might possess the necessary level of significance after further research. Properties rated "outstanding" usually possess the necessary level of significance to be considered National Register eligible if they retain material integrity. Historic districts identified in the IHSSI are usually considered eligible for the National Register.

With regard to Pleasant Township #10030 (rated 'notable'), the resource is estimated by aerial mapping to be located 0.25 mile east on SR 250 of the project location/subject structure. Views from the resource towards the project area are limited by tree growth and seasonal crop production in nearby agricultural fields. Due to these factors, the resource is not considered to be 'adjacent' for the purposes of this determination.

Land surrounding the project area is rural with agricultural fields and scattered residential and farm buildings present. In addition to Pleasant Township #10029 and #10030, two (2) above-ground properties are present within

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0.25 mile of the project area. A review of available streetview imagery and county GIS/property records demonstrates that one of these two properties is a modern modular home that will not be 50 years of age by the 2022 proposed project letting. The other property is a farm (5555 SR 250) that includes a c.-1950 vernacular farmhouse and various barns and other outbuildings. The barns have largely been covered in metal siding material while the farmhouse has undergone multiple physical alterations. The resource was not surveyed for or included in the 2006 *Switzerland County Interim Report*. In 2021, the resource would not receive an IHSSI rating higher than 'contributing.'

According to BIAS, the subject structure (CV 250-078-51.30) is comprised of twin corrugated metal pipes (CMP). As noted previously, the original structure in this location was a 4-by 3.2-foot, three-sided concrete culvert that is 30 feet in length. That structure failed in 2018 was replaced--as a temporary repair--by the (2) 36-inch corrugated metal pipes (CMP) currently in place. Based upon an examination of BIAS reports and photographs, as well as photos provided by SJCA, Inc., the structure exhibits no wood, stone, or brick structures or parts therein. In addition, there is no evidence to suggest that it possesses historical or engineering significance.

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

Archaeological Resources

An INDOT-CRO archaeologist who meets the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61 has reviewed and concurs with the archaeological investigation report provided by SJCA, Inc. (Jackson March 24, 2021). The records check found that no records of an archaeological investigation or site within the project area. The archaeological reconnaissance consisting of pedestrian survey, shovel test probes, and cores found no cultural materials. No archaeological sites were documented. It was recommended that the project be allowed to proceed with no additional archaeological investigation.

Accidental Discovery: If any archaeological artifacts or human remains are uncovered during construction, demolition, or earth moving activities, construction within 100 feet of the discovery will be stopped, and the INDOT Cultural Resources Office and the Division of Historic Preservation and Archaeology will be notified immediately.

INDOT Cultural Resources staff reviewer(s): Susan Branigin and David Moffatt

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