

Indiana Department of Transportation

County Madison Route SR 13 and CR 800 S Des. No. 1900171

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

Road No./County:

State Road (SR) 13, County Road (CR) 800 South (S) / Madison County

Designation Number:

1900171

Project Description/Termini:

New Traffic Signal and Intersection Improvements, approximately 0.42 mile south of the I-69 interchange with SR 13, at the intersection of SR 13 and CR 800 S

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

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

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

Approval

ESM Signature

Date

ES Signature

Date

FHWA Signature

Date

Release for Public Involvement

TD

ESM Initials

6/28/2021

Date

N/A

ES Initials

Date

Certification of Public Involvement

Office of Public Involvement

Date

Note: Do not approve until after Section 106 public involvement and all other environmental requirements have been satisfied.

INDOT ES/District Env.

Reviewer Signature: _____

Date: _____

Name and Organization of CE/EA

Preparer: _____

Kate Williams, HNTB Corporation

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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 <input type="checkbox"/>	No <input checked="" type="checkbox"/>
If No, then: Opportunity for a Public Hearing Required?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

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

Remarks:

Notice of Entry

Notice of Entry letters were mailed to potentially affected property owners near the project area on June 12, 2020 notifying them about the project and that individuals responsible for land surveying and field activities may be seen in the area. A sample copy of the Notice of Entry letter is included in Appendix G, pages 1-2.

Public Involvement

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 comment 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

Will the project involve substantial controversy concerning community and/or natural resource impacts? Yes No

Remarks:

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

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

Sponsor of the Project: INDOT INDOT District: Greenfield
Local Name of the Facility: SR 13, CR 800 S

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

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

PURPOSE AND NEED:

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

Need

The need for this project is due to the existing poor level of service (LOS) at this intersection and the projected increase in traffic. LOS describes the degree of traffic congestion of the roadway using grades on a letter scale from LOS A (best) to LOS F (worst). The intersection is currently unsignalized with stop control on CR 800 S. In 2020, the CR 800 S approach operated at LOS E at this location during the peak hour. Several large commercial and residential developments are planned in the vicinity of this intersection, and it is located between multiple growing municipalities. Therefore, the degree of traffic congestion under existing conditions is expected to worsen and LOS is anticipated to deteriorate to LOS F. This intersection currently meets the Manual on Uniform Traffic Control Devices (MUTCD) standard requirements for the installation of a traffic signal based on traffic volume in a 4-hour period (Appendix I, pages 1-23). Additionally, CR 800 S does not meet current roadway design standards for lane and shoulder width.

Purpose

The purpose of this project is to improve mobility at the intersection of SR 13 and CR 800 S, improve the LOS on CR 800 to a minimum of LOS C, and to provide traffic control without creating undue delay for motorists.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Madison Municipality: N/A

Limits of Proposed Work: CR 800 S: 175 feet west and 750 feet east of the intersection with SR 13
SR 13: 520 feet north and 330 feet south of the intersection with CR 800 S

Total Work Length: 0.34 Mile(s) Total Work Area: 2.73 Acre(s)

Is an Interchange Modification Study / Interchange Justification Study (IMS/IJS) required?

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

If yes, when did the FHWA grant a conditional approval for this project?

Date: _____

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

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

Location

INDOT and the Federal Highway Administration (FHWA) intend to proceed with an intersection improvement project at SR 13 and CR 800 S in Madison County, Indiana. The project is located in sections 21, 22, 27, and 28 of Township 18

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North, Range 6 East in Green Township, as shown on the US Geological Survey (USGS) 7.5 Minute Ingalls, Indiana topographic quadrangle map (Appendix B, page 3). More specifically, the project is located approximately 0.42 mile south of the I-69 and SR 13 interchange (Appendix B, page 1).

Existing Conditions

SR 13 is a two-lane free-flow, minor arterial running north-south. The existing roadway consists of two 12-foot travel lanes and usable shoulders of three to six feet. The posted speed limit on SR 13 is 45 miles per hour (mph). Northbound and southbound SR 13 operated at LOS A in 2018.

CR 800 S is a two-lane stop controlled local road running east-west. The existing roadway consists of two nine to ten-foot travel lanes and does not currently have usable shoulders. The posted speed limit on CR 800 S is 45 mph. Eastbound CR 800 S operated at LOS E in 2018, while westbound CR 800 S operated at LOS C.

Land use in the vicinity of the project area currently consists primarily of maintained roadway, agricultural fields, and residential properties (Appendix B, page 2). There are also several commercial properties to the north of the project. Several large commercial and residential developments are planned in the vicinity of this intersection, and it is located between multiple growing municipalities. Forward Madison County 2035, the Madison County Comprehensive Plan, (available at <https://www.forwardmadisoncounty.com>), includes this area among its "High Growth Forecast" areas. Therefore, the degree of traffic congestion under existing conditions, which is already poor, is expected to worsen. A 2018 INDOT signal warrant analysis concluded that this intersection meets the criteria for Signal Warrant 2 and comes close to the threshold for Signal Warrant 1B as well. Signal Warrant 2 relates to traffic volume over a 4-hour period, and Signal Warrant 1B applies to locations where the traffic volume on a major street is so heavy that traffic on a minor intersecting street suffers excessive delay or conflict in entering or crossing the major street (Appendix I, pages 1-23).

Preferred Alternative

Proposed construction activities include installation of a fully actuated traffic signal at the intersection. The signal will run in coordination with the traffic signal system to the north. The north and east approaches will be widened to allow for the construction of left turn lanes. The pavement on the northern approach on SR 13 will be widened by approximately 28 feet, including shoulder construction, and the east approach will be widened by approximately 13 feet, including shoulder construction. Turning radii of from all approaches will be expanded accordingly in all quadrants, which will result in a slight widening of the southern approach of CR 800 where it meets SR 13; approximately 10 feet of pavement will be added to the southeast and southwest turning radii. CR 800 S will be brought up to current design standards at the intersection by widening the lanes to 11 feet and the shoulders to 5 feet (4 feet of paved shoulder and 1 foot of aggregate), thereby correcting the geometric deficiencies. Additional project activities include full depth patching, milling and resurfacing, pavement markings, and the addition of speed limit signs as needed. Plan sheets detailing proposed construction activities are included in Appendix B pages 17-44. Every effort to avoid, minimize, and/or mitigate project impacts will be made.

The maintenance of traffic plan for this project will utilize phased construction, close the eastern approach on CR 800 S, and provide a detour for motorists. Details of the closure and detour are included in the *Maintenance of Traffic (MOT) During Construction* section of this CE document. Some temporary inconvenience may be encountered during construction due to the temporary closure of the east leg of CR 800 S and the resulting detour via W Fall Creek Drive and CR 800 W. The MOT will be implemented per the Indiana Design Manual guidelines.

The preferred alternative meets the purpose and need of the project by providing a traffic control mechanism and creating turn lanes, which will reduce delays resulting from turning vehicles.

The termini on CR 800 S are approximately 175 feet west and 750 feet east of the intersection with SR 13. The termini on SR 13 are approximately 520 feet north and 330 feet south of the intersection with CR 800 S (Appendix B, page 2). The termini are considered logical because they provide reasonable endpoints for an intersection improvement project and will allow environmental matters to be addressed in a broad scope. This project has independent utility because it will improve safety and mobility at this intersection without any additional transportation improvements beyond the project limits. Maps and photographs of the project area are available in Appendix B, pages 6-16.

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OTHER ALTERNATIVES CONSIDERED:

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

No Build Alternative

The no build alternative propose that this intersection remain in its current form, with free-flowing north-south traffic on SR 13 and stop controls on the CR 800 S approaches. If no alterations are made to the intersection, the projected increase in traffic volumes will lead to a deterioration in the LOS at this location. CR 800 S, which is currently geometrically deficient in both lane width and shoulder width, will remain out of compliance with current design standards. This alternative does not meet the purpose and need of the project and was therefore eliminated from consideration.

The Do Nothing Alternative is not feasible, prudent or practicable because (Mark all that apply):

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

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

ROADWAY CHARACTER: SR 13

Functional Classification: Minor Arterial
 Current ADT: 10,858 VPD (2022) Design Year ADT: 16,380 VPD (2042)
 Design Hour Volume (DHV): 1,666 Truck Percentage (%) 12 %
 Designed Speed (mph): 55 mph Legal Speed (mph): 55 mph

Existing	Proposed
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Number of Lanes:	2	4
Type of Lanes:	12-foot through lanes	2 11-foot through lanes, 1 11-foot left turn lane, 1 11-foot right turn lane
Pavement Width:	30 ft.	58 ft.
Shoulder Width:	3 ft.	7 ft.
Median Width:	N/A ft.	N/A ft.
Sidewalk Width:	N/A ft.	N/A ft.

Setting: Urban Suburban Rural
 Topography: Level Rolling Hilly

ROADWAY CHARACTER: CR 800 S

Functional Classification: Minor Collector
 Current ADT: 1,627 VPD (2022) Design Year ADT: 2,227 VPD (2042)
 Design Hour Volume (DHV): 499 Truck Percentage (%) 5%
 Designed Speed (mph): 45 mph Legal Speed (mph): 45 mph

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Existing

Proposed

Number of Lanes:	West of SR 13: 3 East of SR 13: 2	West of SR 13: 3 East of SR 13: 3	
Type of Lanes:	9-10 foot through lanes; west of SR 13, 1 9-foot turn lane	11-foot through lanes; west of SR 13, 1 11-foot turn lane	
Pavement Width:	West of SR 13: 27 East of SR 13: 20	West of SR 13: 32 East of SR 13: 33	ft.
Shoulder Width:	0	5	ft.
Median Width:	N/A	N/A	ft.
Sidewalk Width:	N/A	N/A	ft.

Setting: Urban Suburban Rural
 Topography: Level Rolling Hilly

DESIGN CRITERIA FOR BRIDGES:

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

Existing

Proposed

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

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

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

Will the structure be rehabilitated or replaced as part of the project? Yes No N/A
If the proposed action has multiple bridges or small structures, this section should be filled out for each structure.

MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

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

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Remarks:

The MOT for this project will occur in three phases. The first phase will reconstruct and widen CR 800 S east of SR 13 and the northbound side of SR 13, and the second phase will widen the southbound side of SR 13 north and south of CR 800 S. Phase 3 will mill and overlay the existing pavement on SR 13 throughout the construction limits, as well as on CR 800 S west of SR 13.

The MOT plan will require the closure of the east leg of CR 800 S for approximately two months. A detour will be provided using W Fall Creek Drive and CR 800 W (Appendix B, page 23). The detour is approximately 3.5 miles long and will add approximately 3 miles to a trip through the area. The closures/lane restrictions will pose a temporary inconvenience to traveling motorists (including school buses and emergency services); however, no significant delays are anticipated, and all inconveniences will cease upon project completion. Delays may occur during construction but will cease with project completion.

ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: \$ 125,000 (2020) Right-of-Way: \$ 40,000 (2022) Construction: \$ 872,053* (2024)

**Estimated construction costs are included in the Draft 2022-2026 STIP for Des. No. 1900171. This document has not yet been adopted and this value will be adjusted if necessary.*

Anticipated Start Date of Construction: August 2023

Date project incorporated into STIP April 16, 2020, via Amendment 20-18

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

If yes,

Name of MPO Madison County Council of Governments

Location of Project in TIP Resolution 2-20-20 (Appendix H, page 3)

Date of incorporation by reference into the STIP April 16, 2020

RIGHT OF WAY:

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	0.51	0
Commercial	0.20	0
Agricultural	2.14	0.04
Forest	0	0
Wetlands	0	0
Other: Reacquisition of ROW	0.99	0
Other:	0	0
TOTAL	3.84	0.04

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

Remarks:

The current right of way (ROW) on SR 13 north of CR 800 S is approximately 36 feet in total. South of CR 800 S, the SR 13 ROW is approximately 12 feet west of the centerline near the intersection before widening to 60 feet west of the centerline, and is approximately 30 feet east of the centerline.

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The current ROW on CR 800 S west of SR 13 is approximately 25 feet south of the centerline and 60 feet north of the centerline. East of SR 13, the ROW is approximately 13 feet south of the centerline and 25 feet north of the centerline.

The project requires approximately 3.84 of permanent right-of-way (ROW) in total. Of this permanent ROW required, 2.85 acres are new permanent ROW, and 0.99 acre is reacquisition of ROW. When a recorded transfer of ROW to the State or municipality is not available, ROW is considered to be the existing edge of pavement. Since some of the permanent ROW needed for this project is under the existing pavement surface, that area is considered to be a reacquisition of existing ROW. The permanent ROW is required in order to accommodate the new planned roadway width. Approximately 0.51 acre of the anticipated permanent ROW to be acquired is from property that is planned for future residential development, 0.2 is from a commercial parcel, and the remaining 2.14 acres will be from agricultural parcels.

The project also requires approximately 0.04 of temporary ROW in the northeast quadrant of the intersection, on an agricultural parcel that also contains a residence. The temporary ROW will be used for grading and for driveway construction.

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

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

SECTION A – ECOLOGICAL RESOURCES

	<u>Presence</u>	<u>Impacts</u>	
		<u>Yes</u>	<u>No</u>
Streams, Rivers, Watercourses & Jurisdictional Ditches	<input type="checkbox"/>	<input 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"/>

Remarks:

Based on a desktop review, the 2017 aerial map of the project area (Appendix B, page 2), and the water resource map in the Red Flag Investigation (RFI) report (Appendix E, page 8) there are two streams within the 0.5 mile search radius. Based on a site visit on October 6, 2020 by HNTB, no streams, rivers, watercourses, or jurisdictional ditches are present within the project area, therefore, 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 December 22, 2020. Please refer to Appendix F, pages 1-4 for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that no jurisdictional streams were present in the investigated area. The U.S. Army Corps of Engineers (USACE) makes all final determinations regarding jurisdiction.

Early Coordination

Early coordination letters were sent to the United States Fish and Wildlife Service (USFWS) and the Indiana Department of Natural Resources Division of Fish and Wildlife (IDNR-DFW) on December 11, 2020 (Appendix C, pages 1-3).

USFWS responded on January 11, 2021 providing recommendations pertaining to erosion and sediment control methods, bank stabilization, restriction of below low-water work in streams, channel work and vegetation clearing restrictions, and timing of work in the waterway (Appendix C, pages 4-5).

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An automated letter was generated from the Indiana Department of Environmental Management's (IDEM) website on February 3, 2021 recommending appropriate storm water quality measures to be implemented during construction and after project completion (Appendix C, pages 10-16).

IDNR-DFW responded on January 8, 2021, but did not provide recommendations pertaining to rivers and streams (Appendix C, page 6).

All applicable IDNR-DFW and USFWS recommendations are included in the Environmental Commitments section of this CE document.

Other Surface Waters

- Reservoirs
- Lakes
- Farm Ponds
- Detention Basins
- Storm Water Management Facilities
- Other: _____

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

Remarks:

Based on a desktop review , the 2017 aerial map of the project area (Appendix B, page 2), and the water resource map in the RFI report (Appendix E, page 8) there are two lakes within the 0.5 mile search radius. None of the mapped lakes are located within or adjacent to the project area. Based on a site visit on October 6, 2020 by HNTB, no other surface waters are present within the project area. Therefore, 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 December 22, 2020. Please refer to Appendix F, pages 1-4 for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that no jurisdictional surface waters were present in the investigated area. The USACE makes all final determinations regarding jurisdiction.

Early Coordination

Early coordination letters were sent to the USFWS and the IDNR-DFW on December 11, 2020 (Appendix C, pages 1-3).

USFWS responded to early coordination on January 11, 2021 but did not provide recommendations pertaining to lakes, ponds, or other surface waters (Appendix C, pages 4-5).

An automated letter was generated from the Indiana Department of Environmental Management's (IDEM) website on February 3, 2021. The letter does not contain recommendations regarding lakes, ponds, or other surface waters. (Appendix C, pages 10-16).

IDNR-DFW responded to early coordination on January 8, 2021, but did not provide recommendations pertaining to lakes, ponds, or other surface waters (Appendix C, page 6).

Wetlands

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

Total wetland area: 0 acre(s) Total wetland area impacted: 0 acre(s)

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

Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments
N/A	N/A	N/A	N/A	N/A

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Documentation

ES Approval Dates

Wetlands (Mark all that apply)

Wetland Determination
 Wetland Delineation
 USACE Isolated Waters Determination
 Mitigation Plan

X

December 22, 2020

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

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

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

Remarks:

Based on a review of the National Wetlands Inventory (NWI) online mapper (<https://www.fws.gov/wetlands/data/Mapper.html>), the USGS topographic map (Appendix B page 3), and the RFI report (Appendix E, pages 1-13) twelve wetlands are located within the 0.5 mile search radius. Based on a site visit on October 6, 2020 by HNTB, no wetlands are present within or adjacent to the project area, therefore, no impacts are expected.

A *Waters of the U.S. Determination / Wetland Delineation Report* was approved by the INDOT Ecology and Waterway Permitting Office on December 22, 2020. Please refer to Appendix F, pages 1-4 for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that no wetlands are present within the investigated area. The USACE makes all final determinations regarding jurisdiction.

Early Coordination

Early coordination letters were sent to the USFWS) and the IDNR-DFW on December 11, 2020 (Appendix C, pages 1-3).

USFWS responded to early coordination on January 11, 2021, but did not provide recommendations pertaining to wetlands (Appendix C, pages 4-5).

An automated letter was generated from the IDEM website on February 3, 2021 recommending appropriate storm water quality measures to be implemented during construction and after project completion (Appendix C, pages 10-16).

IDNR-DFW responded to early coordination on January 8, 2021, but did not provide recommendations pertaining to wetlands (Appendix C, page 6).

All applicable IDNR-DFW and USFWS recommendations are included in the Environmental Commitments section of this CE document.

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	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
Terrestrial Habitat	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Unique or High Quality Habitat	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

Remarks:

Based on a desktop review, a site visit on October 6, 2020 by HNTB, and the 2017 aerial map of the project area (Appendix B, page 2), there are primarily maintained state highway ROW, maintained lawn, and agricultural field habitats within the project area. Vegetation within the project area consists primarily of tall fescue (*Schedonorus arundinaceus*) and red fescue (*Festuca rubra*). Although no wildlife was observed during the site visit, this area can provide habitat for fauna such as mice, rabbits, squirrels, and raccoons.

Vegetation removal totaling approximately 0.7 acre will be necessary in order to widen SR 13 for the added left turn lane and for the widening on CR 800 S to bring the roadway within current design standards. No tree clearing will be required for this project.

Avoidance alternatives for terrestrial habitat removal are not practicable due to the construction of additional paved ROW in order to add turn lanes and usable shoulder to SR 13 and CR 800 S. Terrestrial habitat removal will not require mitigation.

Early Coordination

Early coordination letters were sent to the USFWS) and the IDNR-DFW on December 11, 2020 (Appendix C, pages 1-3).

USFWS responded to early coordination on January 8, 2021, providing recommendations to avoid or minimize impacts to terrestrial habitat. These recommendations included the restriction of vegetation clearing to a minimum, the revegetation of disturbed areas, and the evaluation of wildlife crossings as appropriate (Appendix C, pages 4-5).

An automated letter was generated from the IDEM website on February 3, 2021 recommending appropriate storm water quality measures to be implemented during construction and after project completion (Appendix C, pages 10-16).

IDNR-DFW responded to early coordination on January 8, 2021 providing recommendations to minimize potential effects to terrestrial habitat within the project area (Appendix C, page 6). These recommendations include post-construction revegetation measures such as terrestrial habitat mitigation and erosion and sediment control measures.

All applicable IDNR-DFW and USFWS recommendations are included in the Environmental Commitments section of this CE document.

If there are high incidences of animal movements observed in the project area, or if bridges and other areas appear to be the sole corridor for animal movement, consideration of utilizing wildlife crossings should be taken.

Karst

Is the proposed project located within or adjacent to the potential Karst Area of Indiana?
 Are karst features located within or adjacent to the footprint of the proposed project?

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

If yes, will the project impact any of these karst features?

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

Remarks:

Based on a desktop review, the project is located outside the designated karst region of Indiana as outlined in the October 13, 1993 Memorandum of Understanding (MOU). According to the topo map of the project area

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(Appendix B, page 3), and the RFI report (Appendix E, pages 1-13), there are no karst features identified within or adjacent to the project area. In the early coordination response, the Indiana Geological and Water Survey (IGWS) did not indicate that karst features exist in the project area (Appendix C, pages 7-9). IGWS also indicated that the project is in an area with moderate liquefaction potential, a 1% annual chance flood hazard, high potential for bedrock resources, low potential for sand and gravel resources, and active or abandoned petroleum exploration wells. According to the RFI report, one petroleum well is located within the project area. An early coordination letter was sent to the IDNR Oil and Gas Division on December 11, 2020. IDNR Oil and Gas Division did not respond within the 30-day time frame. Response from IGWS was communicated with the designer on February 25, 2021. No impacts are expected.

Threatened or Endangered Species

Within the known range of any federal species

Any critical habitat identified within project area

Federal species found in project area (based upon informal consultation)

State species found in project area (based upon consultation with IDNR)

Presence

X

Impacts

Yes	No
	X

Is Section 7 formal consultation required for this action?

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

Remarks:

Based on a desktop review and the RFI report (Appendix E, pages 1-13), completed by HNTB on September 15, 2020, the IDNR Madison County Endangered, Threatened and Rare (ETR) Species List has been checked and is included in Appendix E, pages 12-13. The highlighted species on the list reflect the federal and state identified ETR species located within the county. According to the IDNR-DFW early coordination response letter dated January 8, 2021 (Appendix C, page 6), the Natural Heritage Program's Database has been checked and 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.

Project information was submitted through the USFWS's Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C, pages 23-28). 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 found within or adjacent to the project area other than the Indiana bat and northern long-eared bat.

The project qualifies for the *Range-wide Programmatic Informal Consultation for the Indiana bat and northern long-eared bat (NLEB)*, dated May 2016 (revised February 2018), between FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS. An effect determination key was completed on November 30, 2020, and based on the responses provided, the project was found to "May Affect - Not Likely to Adversely Affect" the Indiana bat and/or the NLEB. INDOT reviewed and verified the effect finding on November 30, 2020, and requested USFWS's review of the finding (Appendix C, page 29-37). No response was received from USFWS within the 14-day review period; therefore, it was concluded they concur with the finding. Avoidance and Minimization Measures (AMMs) regarding worker notification of environmental commitments and directing temporary lighting away from suitable habitat during the active season are included as firm commitments in the Environmental Commitments section of this CE document.

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

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SECTION B – OTHER RESOURCES

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

If a SSA is present, answer the following:

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

Remarks:

Sole Source Aquifer

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

Wellhead Protection Area and Source Water Area

The Indiana Department of Environmental Management's Wellhead Proximity Determinator website (<http://www.in.gov/idem/cleanwater/pages/wellhead/>) was accessed on February 8, 2021 by HNTB. This project is not located within a Wellhead Protection Area. It is located a within Source Water Area. An early coordination letter was sent to Citizens Energy Group on February 23, 2021. Citizens Energy Group replied on February 24, 2021, stating that impacts from the construction work to the source water protection area will be minimal and should be adequately addressed with spill prevention and erosion control measures. Therefore, the features will not be affected because best management practices with regard to stormwater control will be employed during construction activities in order to prevent surface water contamination. Avoidance alternatives are not practicable because not completing the construction activities in this location would not meet the purpose and need of the project.

Water Wells

The Indiana Department of Natural Resources Water Well Record Database website (<https://www.in.gov/dnr/water/3595.htm>) was accessed on February 8, 2021 by HNTB. The nearest water well is located approximately 0.05 mile east of the project area. The features will not be affected because it is outside of the construction limits. Therefore, no impacts are expected. Should it be determined during the right-of-way phase that these wells are affected, a cost to cure will likely be included in the appraisal to restore the wells.

Urban Area Boundary

Based on a desktop review of the INDOT MS4 website (<https://entapps.indot.in.gov/MS4/>) by HNTB on February 5, 2021, and the RFI report; this project is located in an Urban Area Boundary (UAB) location. An early coordination letter was sent on February 8, 2020 to the Madison County MS4. The MS4 coordinator did not respond within the 30-day time frame.

Public Water System

Based on a desktop review, a site visit on October 6, 2020 by HNTB, the 2017 aerial map of the project area (Appendix B, page 2), and the IDEM Indiana Public Water Supply Database website

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(<http://myweb.in.gov/IDEM/DWW>), this project is located where there is a public water system. The public water system may be affected because construction activities have the potential to impact water lines that occur within the project area. Early coordination letters were sent to the Town of Ingalls Water Administrator on December 11, 2020, and to the Town of Pendleton Department of Public Works on January 6, 2021. No responses were received. HNTB will further coordinate with water utilities in this area as a part of the utility coordination process.

	<u>Presence</u>	<u>Impacts</u>	
Flood Plains		<u>Yes</u>	<u>No</u>
Longitudinal Encroachment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Transverse Encroachment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Project located within a regulated floodplain	<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"/>

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

Remarks:

The Indiana Department of Natural Resources Indiana Floodway Information Portal website (<http://dnrmmaps.dnr.in.gov/appsphp/fdms/>) was accessed on December 10, 2020 by HNTB. This project is not located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix B, page 5). 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.

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

Total Points (from Section VII of CPA-106/AD-1006* 115

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

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

Remarks:

Based on a desktop review, a site visit on October 6, 2020 by HNTB and the 2017 aerial map of the project area (Appendix B, page 2), the project will convert 1.29 acres of farmland as defined by the Farmland Protection Policy Act. An early coordination letter was sent on December 11, 2020, to Natural Resources Conservation Service (NRCS). Coordination with NRCS resulted in a score of 115 on the AD 1006 Form (Appendix C, pages 17-18). NRCS's threshold score for significant impacts to farmland that result in the consideration of alternatives is 160. Since this project score is less than the threshold, no significant loss of prime, unique, statewide, or local important farmland will result from this project. No alternatives other than those previously discussed in this document will be investigated without reevaluating impacts to prime farmland.

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SECTION C – CULTURAL RESOURCES

	Category	Type	INDOT Approval Dates	N/A
Minor Projects PA Clearance	B	2 3	April 13, 2021	<input type="checkbox"/>

Eligible and/or Listed Resource Present

Results of Research

Archaeology	<input type="checkbox"/>
NRHP Buildings/Site(s)	<input type="checkbox"/>
NRHP District(s)	<input type="checkbox"/>
NRHP Bridge(s)	<input type="checkbox"/>

Project Effect

No Historic Properties Affected No Adverse Effect Adverse Effect

Documentation Prepared

Documentation (mark all that apply)

		ES/FHWA Approval Date(s)	SHPO Approval Date(s)
Historic Properties Short Report	<input type="checkbox"/>		
Historic Property Report	<input type="checkbox"/>		
Archaeological Records Check/ Review	<input type="checkbox"/>		
Archaeological Phase Ia Survey Report	X	December 14, 2020	March 15, 2021
Archaeological Phase Ic Survey Report	<input type="checkbox"/>		
Archaeological Phase II Investigation Report	<input type="checkbox"/>		
Archaeological Phase III Data Recovery	<input type="checkbox"/>		
APE, Eligibility and Effect Determination	<input type="checkbox"/>		
800.11 Documentation	<input type="checkbox"/>		

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

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

Remarks:

On April 13, 2021, the INDOT Cultural Resources Office (CRO) determined that this project falls within the guidelines of Category B-2, conditions Aii and B, and Category B-3, conditions Aii and B, under the Minor Projects Programmatic Agreement (MPPA) (Appendix D, pages 1-4). Category B-2 projects include installation of new lighting, signals, signage, and other traffic control devices. Category B-3 projects include Construction of added travel, turning, or auxiliary lanes (e.g., bicycle, truck climbing, acceleration and deceleration lanes) and shoulder widening. In both categories, condition Aii is met when 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. Condition B is met in both categories when work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource.

It should be noted that this project was undergoing full Section 106 consultation, during which process it was recommended that the Center School (IHSSI #095-298-65015) was eligible for inclusion in the National

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Register. The Indiana State Historic Preservation Office (SHPO) concurred with the recommendation on March 15, 2021. However, during the Section 106 consultation period and unbeknownst to the parties participating therein, the private property owner demolished the Center School at some point during March 2021. Due to the fact that no additional historic properties were identified within the project's area of potential effect, the project qualified under Categories B-2 and B-3 of the MPPA.

Archaeology: On October 13, 2020, an archaeological field reconnaissance was conducted by a qualified professional (Appendix D, pages 5-8). The field reconnaissance survey resulted in the identification of one previously unrecorded archaeological site. The site, 12M812, is a precontact, Early Archaic isolated find and low density scatter of historic artifacts dating from the late nineteenth to early twentieth century. This site demonstrated poor archaeological integrity and is recommended not eligible for inclusion in the National Register of Historic Places. No additional archaeological work is recommended for this project. No further archaeological work was recommended for this site; therefore, no adverse impacts to archaeological resources are anticipated at this site (Appendix D, page 6). INDOT Environmental Services (ES) approved the Phase 1a Survey Report on December 14, 2020 and it was subsequently approved by the SHPO on March 15, 2021. Although MPPA projects require that a copy of the Phase 1a report be provided to the SHPO, this is for informational purposes only. However, in this case SHPO approval occurred shortly before the project became qualified under the MPPA.

No further consultation is required. This completes the Section 106 process and the responsibilities of the FHWA under Section 106 have been fulfilled.

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

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

Parks & Other Recreational Land

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

Presence

Use

Yes	No

Evaluations Prepared

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

FHWA Approval date

--

Wildlife & Waterfowl Refuges

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

Presence

Use

Yes	No

Evaluations Prepared

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

FHWA Approval date

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Presence

Use

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Historic Properties

Sites eligible and/or listed on the NRHP

Yes

No

Evaluations Prepared

Programmatic Section 4(f)*

“De minimis” Impact*

Individual Section 4(f)

FHWA

Approval date

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

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

Remarks:

Section 4(f) of the U.S. Department of Transportation Act of 1966 prohibits the use of certain public and historic lands for federally funded transportation facilities unless there is no feasible and prudent alternative. The law applies to significant publicly owned parks, recreation areas, wildlife/waterfowl refuges, and National Register of Historic Places (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, a site visit on October 6, 2020 by HNTB, the aerial map of the project area (Appendix B, page 2), and the RFI report (Appendix E, pages 1-13) there are no Section 4(f) resources within or adjacent to the project area. Therefore, no use is expected.

Section 6(f) Involvement

Presence

Use

Section 6(f) Property

Yes

No

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

Remarks:

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

A review of 6(f) properties on the LWCF list maintained by the IDNR Division of Outdoor Recreation for the identification of LWCF properties and provided by INDOT ESD revealed a total of 25 properties in Madison County (Appendix I, page 28). None of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to 6(f) resources as a result of this project.

SECTION E – Air Quality

Air Quality

Conformity Status of the Project

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

Yes

No

If YES, then:

Is the project in the most current MPO TIP?

X

Is the project exempt from conformity?

X

If the project is NOT exempt from conformity, then:

Is the project in the Transportation Plan (TP)?

X

This is page 17 of 23 Project name: SR 13 at CR 800 S Intersection Improvement Date: June 18, 2021

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

Level of MSAT Analysis required?

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

Remarks:

This project is included in the Fiscal Year (FY) 2020-2023 Madison County Council of Governments (MCCOG) Transportation Improvement Program (TIP) and the FY 2020-2024 Statewide Transportation Improvement Program (STIP) (Appendix H, page 1).

This project is located in Madison County, which is currently a maintenance area for Ozone, under the 1997 standard, according to the IDEM Office of Air Quality (https://www.in.gov/idem/airquality/files/nonattainment_county_list.pdf). The 1997 standard was revoked in 2015 but is being evaluated for conformity due to the February 16, 2018, South Coast Air Quality Management District V. Environmental Protection Agency, Et. Al. Decision.) The project's design concept and scope are accurately reflected in both the MCCOG Transportation Plan (TP) and TIP, and both conform to the State Implementation Plan (SIP). Therefore, the conformity requirements of 40 CFR 93 have been met.

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

SECTION F - NOISE

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

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

Remarks:

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

SECTION G – COMMUNITY IMPACTS

	Yes	No
Regional, Community & Neighborhood Factors		
Will the proposed action comply with the local/regional development patterns for the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Will the proposed action result in substantial impacts to community cohesion?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the proposed action result in substantial impacts to local tax base or property values?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will construction activities impact community events (festivals, fairs, etc.)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Does the community have an approved transition plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
If No, are steps being made to advance the community's transition plan?	<input type="checkbox"/>	<input type="checkbox"/>
Does the project comply with the transition plan? (explain in the remarks box)	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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Remarks:

The project is in an urban portion of Madison County, Indiana and will require the acquisition of 3.84 acre of permanent ROW. The right-of-way acquisition is not anticipated to have a significant impact on tax base or property values.

The MOT plan requires the closure of the east approach on CR 800 W for approximately two months. An official state route detour utilizing CR 800 W and W Fall Creek Drive will be in place. The proposed detour will be approximately 3.5 miles long and will add approximately 3 miles to a trip through the area. Community and economic impacts will include increased travel time, increased emergency response time, and increased fuel consumption by commercial and individual motorists. Impacts will be temporary in nature. Local access to properties surrounding the construction limits will be maintained during the roadway closure per INDOT Standard Specification 107.08(e).

According to the Indiana Festivals website (<https://indianafestivals.org/>), multiple fairs and festivals take place in the Madison and Hamilton County areas, including the Lapel Village Fair, the Fortville Summer Concert Series, and Spark!Fishers. The MOT plan may cause minor delays or inconveniences to those traveling to these festivals from east portions of Madison County. The selected contractor will implement the MOT in accordance with the current IDM and INDOT Standard Specifications.

Madison County has an approved Americans with Disabilities Act (ADA) Transition Plan. There are no sidewalks or pedestrian facilities located within the project area, and none will be installed as a part of this project. Therefore, the ADA Transition Plan is not applicable to this project.

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.

Indirect and Cumulative Impacts

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

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

Remarks:

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

This project is not of a type that is likely to cause substantial indirect or cumulative effects. This project is not expected to affect growth, changes in land use, or population density. The project will not add capacity to the existing roadway network or provide additional access to any currently undeveloped area. Therefore, the project is not expected to increase development in the area or result in substantial indirect or cumulative impacts.

Public Facilities & Services

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

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

Remarks:

Based on a desktop review, a site visit on October 6, 2020 by HNTB, the 2017 aerial map of the project area (Appendix B, page 2), and the RFI report (Appendix E, pages 1-13) there is one pipeline, one religious facility, and one cemetery located within 0.5 mile of the project area. The religious facility, Grandview Church of the Brethren, is adjacent to the project area. Access to all properties will be maintained during construction. Therefore, no impacts are expected.

An early coordination letter was sent to Grandview Church of the Brethren on December 11, 2020. The facility did not respond to the early coordination letter.

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

Environmental Justice (EJ) (Presidential EO 12898)

During the development of the project were EJ issues identified?	Yes	No
	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Does the project require an EJ analysis?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
If YES, then:		
Are any EJ populations located within the project area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the project result in adversely high or disproportionate impacts to EJ populations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Remarks:

Under FHWA Order 6640.23A, FHWA and the project sponsor, as a recipient of funding from FHWA, are responsible to ensure that their programs, policies, and activities do not have a disproportionately high and adverse effect on minority or low-income populations. Per the current INDOT Categorical Exclusion Manual, an 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 3.84 acres of permanent right-of-way and no relocations. 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 Madison County. The community that overlaps the project area is called the affected community (AC). In this project, the AC is Census Tract 118. 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 2019 American Community Survey was obtained from the US Census Bureau Website <https://data.census.gov> on December 29, 2020 by HNTB. The data collected for minority and low-income populations within the AC are summarized in the below table.

Table: Minority and Low-Income Data (American Community Survey, 2019)		
	COC: Madison County	AC: Census Tract 118
Percent Minority	15.2%	9.0%
125% of COC	18.9%	AC < 125% COC
EJ Population of Concern		No
Percent Low-Income	16.5%	11.5%
125% of COC	20.7%	AC < 125% COC
EJ Population of Concern		No

Census Tract 118 has a percent minority of 9.0%, which is below 50% and is below the 125% COC threshold. Therefore, Census Tract 118 does not contain minority populations of EJ concern.

Census Tract 118 has a percent low-income of 11.5%, which is below 50% and is below the 125% COC threshold. Therefore, Census Tract 118 does not contain low-income populations of EJ concern.

The census data sheets, map, and calculations can be found in Appendix I, pages 24-27. No further environmental justice analysis is warranted.

Relocation of People, Businesses or Farms

Will the proposed action result in the relocation of people, businesses or farms?	Yes	No
	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is a Business Information Survey (BIS) required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is a Conceptual Stage Relocation Study (CSRS) required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Has utility relocation coordination been initiated for this project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

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

Remarks: No relocations of people, businesses, or farms will take place as a result of this project. Utility relocations are currently anticipated as a result of this project, and coordination with area utilities is ongoing.

SECTION H – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

Hazardous Materials & Regulated Substances (Mark all that apply)

Red Flag Investigation		<input checked="" type="checkbox"/>
Phase I Environmental Site Assessment (Phase I ESA)		<input type="checkbox"/>
Phase II Environmental Site Assessment (Phase II ESA)		<input type="checkbox"/>
Design/Specifications for Remediation required?		<input type="checkbox"/>

Documentation

	No	Yes/ Date
ES Review of Investigations		December 7, 2020

Include a summary of findings for each investigation.

Remarks: Based on a review of GIS and available public records, an RFI was approved by INDOT ESD, Site Assessment and Management (SAM) on December 7, 2020 (Appendix E, pages 1-13). Six NPDES facilities, two leaking underground storage tank (LUST) sites, and one underground storage tank (UST) site are located within 0.5 mile of the project area, and one UST site is located within the project area; however, no hazmat sites were identified in or within 0.5 mile of the project area that will impact the project.

The nearest NPDES facility is 0.06 mile north of the project area. The nearest LUST site is 0.36 mile north of the project area. The nearest UST site is within the project area. No impacts are expected. Further investigation for hazardous material concerns is not required at this time.

SECTION I – PERMITS CHECKLIST

Permits (mark all that apply)

Likely Required

Army Corps of Engineers (404/Section10 Permit)

Individual Permit (IP)	<input type="checkbox"/>
Nationwide Permit (NWP)	<input type="checkbox"/>
Regional General Permit (RGP)	<input type="checkbox"/>
Pre-Construction Notification (PCN)	<input type="checkbox"/>
Other	<input type="checkbox"/>
Wetland Mitigation required	<input type="checkbox"/>
Stream Mitigation required	<input type="checkbox"/>

IDEM

Section 401 WQC	<input type="checkbox"/>
Isolated Wetlands determination	<input type="checkbox"/>
Rule 5	<input checked="" type="checkbox"/>
Other	<input type="checkbox"/>
Wetland Mitigation required	<input type="checkbox"/>
Stream Mitigation required	<input type="checkbox"/>

IDNR

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

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US Coast Guard Section 9 Bridge Permit
Others (Please discuss in the remarks box below)

Remarks:

An IDEM Rule 5 permit will be required due to the disturbance of more than 0.9 acre of land.

Applicable recommendations provided by IDEM 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.

SECTION J- ENVIRONMENTAL COMMITMENTS

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

Remarks:

Firm:

1. If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately. (INDOT)
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)
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 Avoidance and Minimization Measures. (USFWS)
4. Lighting AMM 2: When installing new or replacing existing permanent lights, use downward-facing, full cut-off lens lights (with same intensity or less for replacement lighting); or for those transportation agencies using the BUG system developed by the Illuminating Engineering Society, be as close to 0 for all three ratings with a priority of "uplight" of 0 and "backlight" as low as practicable. (USFWS)

SECTION K- EARLY COORDINATION

Please list the date coordination was sent and all agencies that were contacted as a part of the development of this Environmental Study. Also, include the date of their response or indicate that no response was received. INDOT and FHWA are automatically considered early coordination participants and should only be listed if a response is received.

Remarks:

Early coordination was initiated on December 11, 2020 and on January 16, 2021, with federal, state, and local agencies, and with Citizen's Energy Group on February 23, 2021 (Appendix C, pages 1 -3). Comments from agencies who responded have been incorporated into this study, as appropriate. The resource agencies and dates of their responses are listed below.

Agency	Response Received
U.S. Fish and Wildlife Service	January 11, 2021
Indiana Department of Natural Resources, Division of Fish and Wildlife	January 8, 2021
Natural Resources Conservation Service	December 16, 2020
Indiana Geological and Water Survey	February 4, 2021
Indiana Department of Environmental Management	February 3, 2021
Madison County Council of Governments	December 18, 2020
City of Fishers Department of Planning and Zoning	January 8, 2021
Citizens Energy Group	February 24, 2021
Madison County Surveyor	No Response Received
Madison County Highway Department	No Response Received
Madison County Sheriff	No Response Received

Indiana Department of Transportation

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Madison County Emergency Management Agency	No Response Received
Madison County Planning Commission	No Response Received
Madison County Board of Commissioners	No Response Received
Madison County Council	No Response Received
INDOT Media Relations– East Central Indiana	No Response Received
Indiana Department of Natural Resources – Division of Oil and Natural Gas	No Response Received
Grandview Church of the Brethren	No Response Received
City of Fishers Engineering Department	No Response Received
Town of Ingalls Water Administrator	No Response Received
Town of Ingalls Police Department	No Response Received
Town of Ingalls Fire Department	No Response Received
Town of Ingalls Plan Commission	No Response Received
Town of Pendleton Department of Public Works	No Response Received
Town of Pendleton Planning Department	No Response Received
Town of Pendleton Fire Department	No Response Received
Town of Lapel Planning Department	No Response Received
Town of Fortville Planning & Building Department	No Response Received
Town of Fortville Fire Department	No Response Received
Town of Fortville Police Department	No Response Received
Vernon School Corporation	No Response Received
Hamilton Southeastern School Corporation	No Response Received
South Madison Community School Corporation	No Response Received
Hancock Area Plan Commission	No Response Received
Hancock County Highway Department	No Response Received
Hamilton County Planning Department	No Response Received

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APPENDIX A: INDOT SUPPORTING DOCUMENTATION

Categorical Exclusion Level Thresholds

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

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

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

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

⁴AMMs = Avoidance and Mitigation Measures.

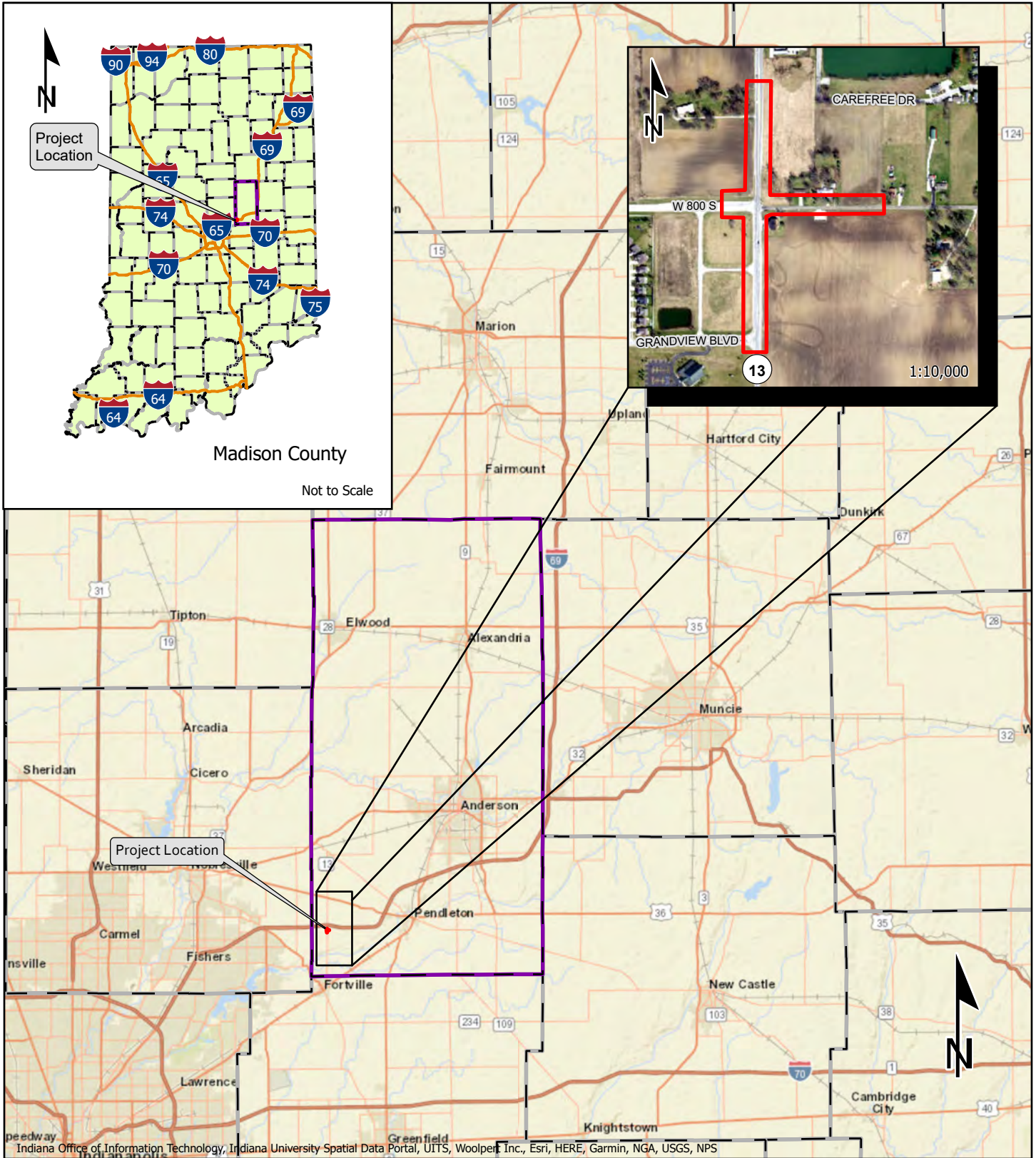
⁵AMMs determined by the IPAC decision key to be needed that are listed in the USFWS *User's Guide for the Range-wide Programmatic Consultation for Indiana bat and Northern long-eared bat* as “required for all projects”.

⁶Potential for causing a disproportionately high and adverse impact.

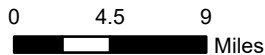
⁷Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.

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

APPENDIX B: GRAPHICS



- Project Area
- Madison County
- County Boundaries



Project Location Map

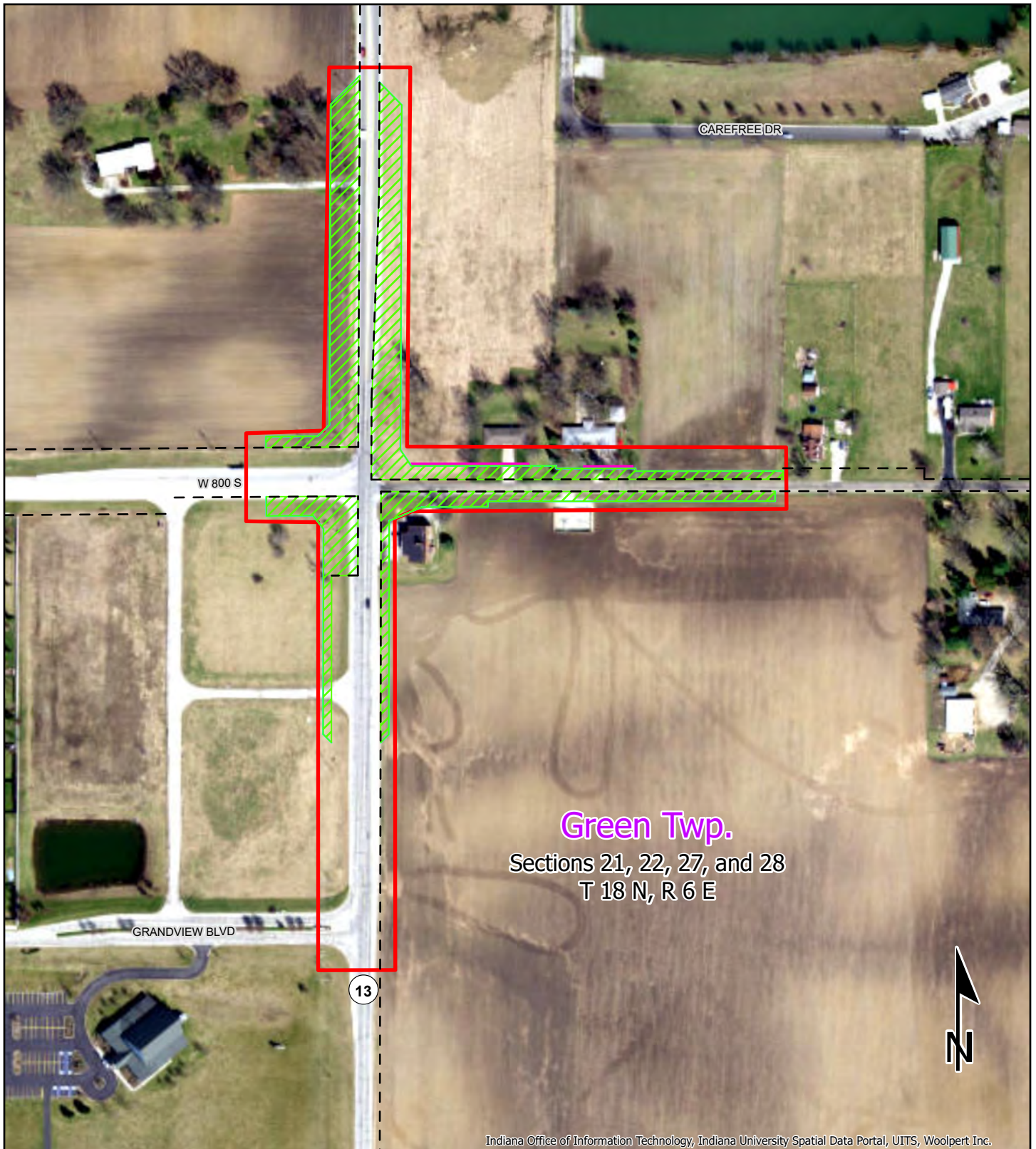
SR 13 at County Road 800
Intersection Improvement
Madison County, Indiana

Des. No. 1900171

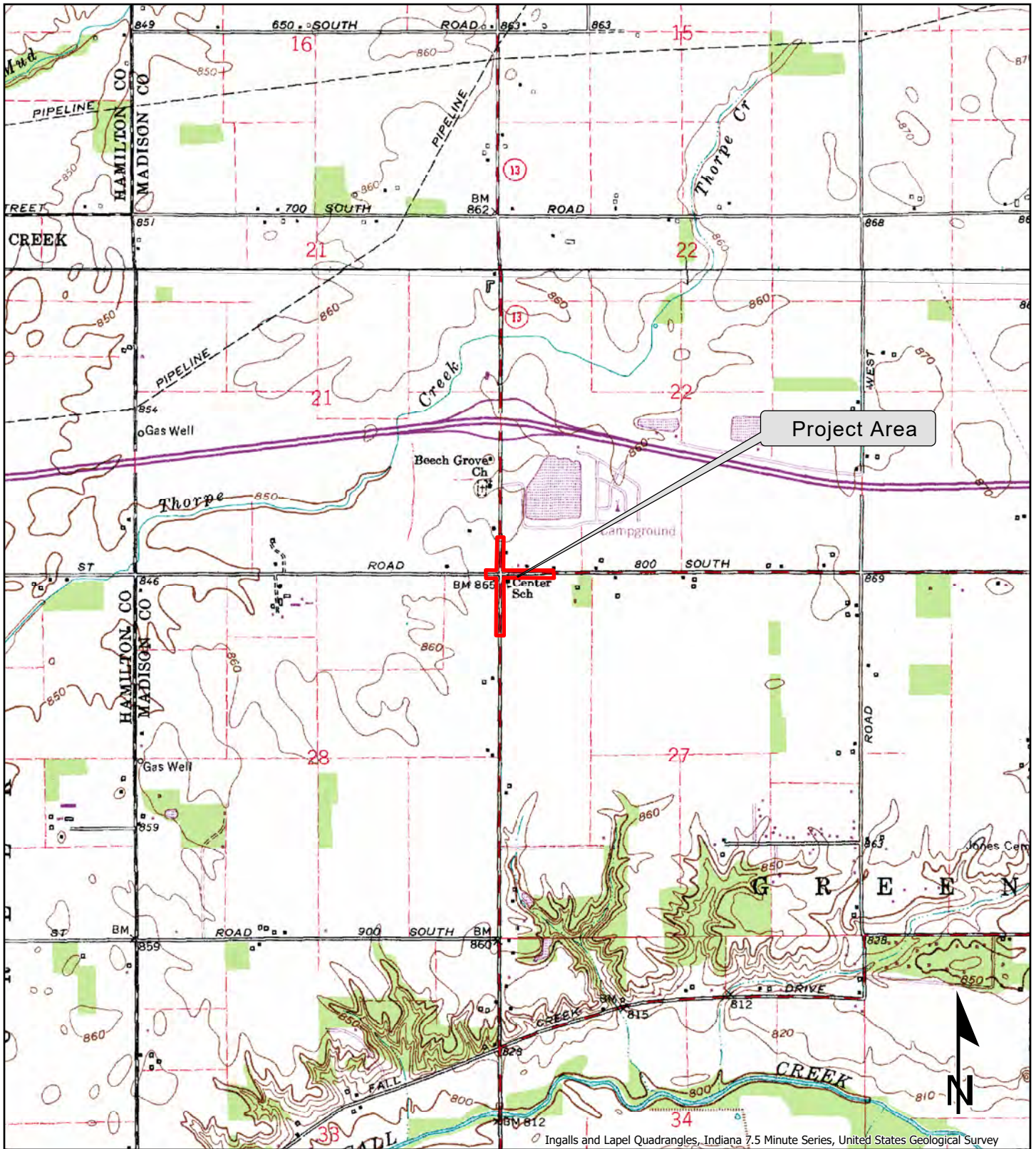
1 inch = 9 miles



Graphics created by HNTB Corporation (2021)




<ul style="list-style-type: none"> Project Area Existing Right of Way Proposed Permanent Right of Way Proposed Temporary Right of Way 	<ul style="list-style-type: none"> PLSS Section Line 	<p>Project Aerial Map SR 13 at County Road 800 Intersection Improvement Madison County, Indiana</p>
<p>0 125 250 Feet</p>	<p>Des. No. 1900171</p> <p>1 inch = 250 ft</p>	<p>HNTB Graphics created by HNTB Corporation (2021)</p>



Project Area

Ingalls and Lapel Quadrangles, Indiana 7.5 Minute Series, United States Geological Survey

 Project Area

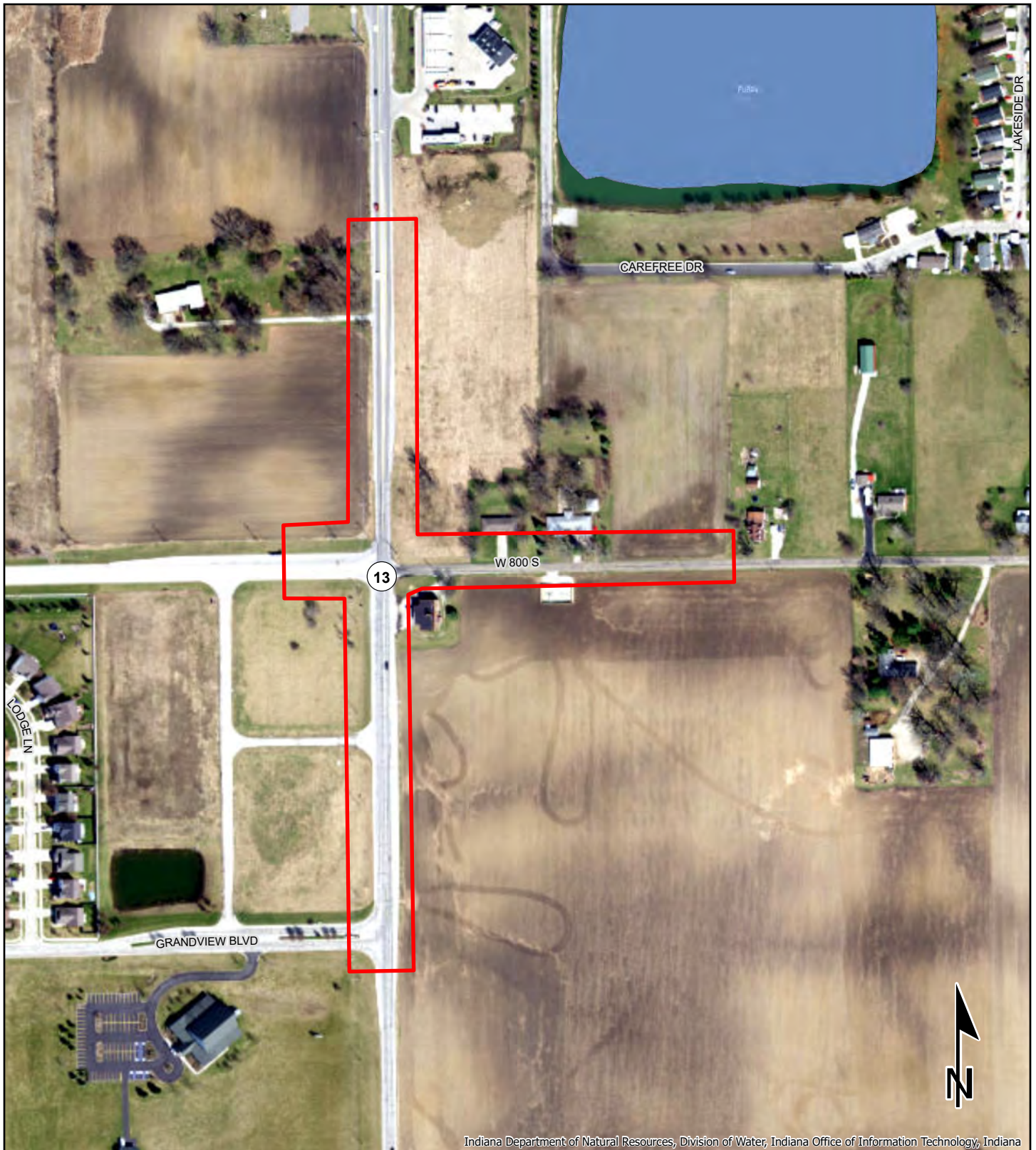
0 2,000 Feet

1 inch = 2,000 ft

USGS (1:24,000 scale) Topographic Map
 SR 13 at County Road 800
 Intersection Improvement
 Madison County, Indiana

Des. No. 1900171

HNTB
 Graphics created by HNTB Corporation (2020)



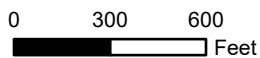
Indiana Department of Natural Resources, Division of Water, Indiana Office of Information Technology, Indiana

<p>Wetlands</p> <ul style="list-style-type: none"> Estuarine and Marine Deepwater Estuarine and Marine Wetland Freshwater Emergent Wetland Freshwater Forested/Shrub Wetland Freshwater Pond Lake Other Riverine 	<p> Project Area</p>	<p>National Wetlands Inventory Map SR 13 at County Road 800 Intersection Improvement Madison County, Indiana</p>	
<p>0 150 300 Feet</p>		<p>Des. No. 1900171</p>	<p>HNTB</p>
		<p>1 inch = 300 ft</p>	<p>Graphics created by HNTB Corporation (2021)</p>

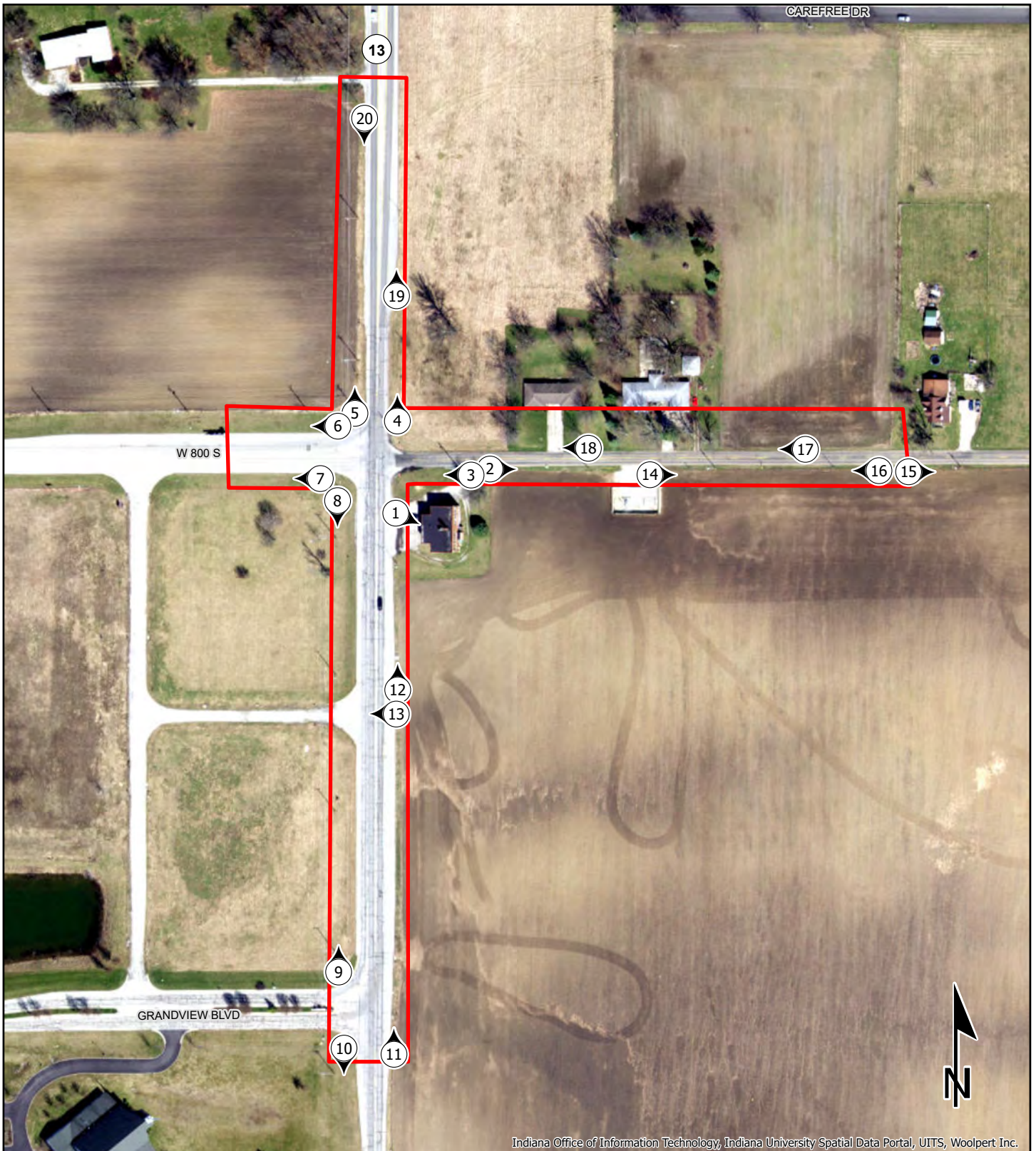


Indiana Department of Natural Resources, Division of Water, Indiana Office of Information Technology, Indiana

	FEMA Zone AE Floodway		Additional Floodplain Area
	DNR Detailed Floodway		FEMA Protected by Levee
	DNR Approximate Floodway		FEMA Floodplain - Ponding (Depth)
	FEMA Zone A		FEMA Floodplain - Sheet Flow (Depth)
	FEMA Zone AE		Project Area
	DNR Detailed Fringe		
	DNR Approximate Fringe		

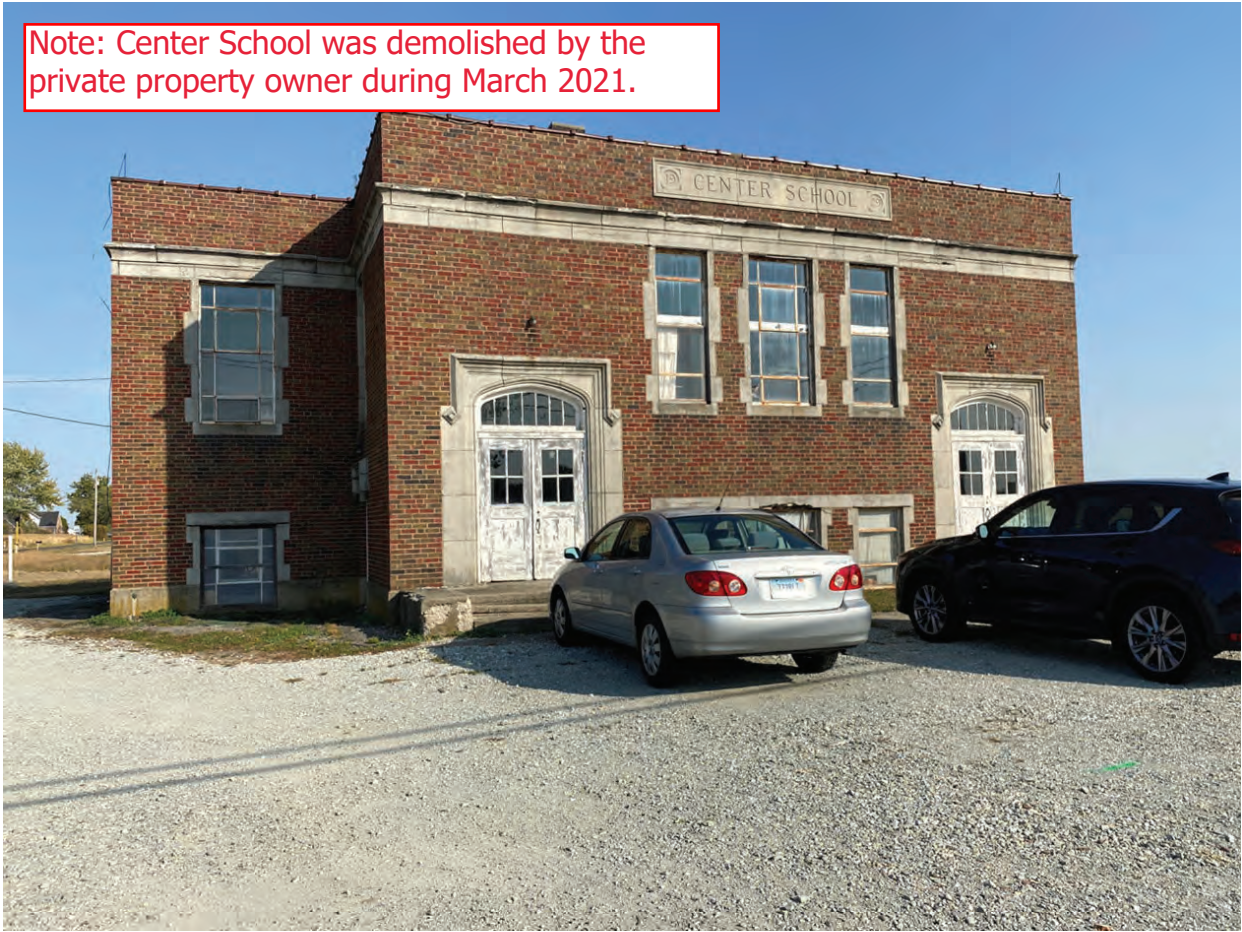


<h3>IDNR Floodplain Map</h3> <p>SR 13 at County Road 800 Intersection Improvement Madison County, Indiana</p>	
Des. No. 1900171	<p>Graphics created by HNTB Corporation (2021)</p>
1 inch = 600 ft	



<p> Project Area</p> <p> Photo Location</p>	<p>Photo Location Map</p> <p>SR 13 at County Road 800 Intersection Improvement Madison County, Indiana</p>	
<p>0 100 200 Feet</p>	<p>Des. No. 1900171</p>	<p>HNTB</p> <p>Graphics created by HNTB Corporation (2020)</p>
	<p>1 inch = 200 ft</p>	

Note: Center School was demolished by the private property owner during March 2021.



1. Looking southeast to Center School



2. Looking east along CR 800 S



3. Looking west to Center School



4. Looking north along SR 13



5. Looking north along SR 13



6. Looking west along CR 800 S



7. Looking west along CR 800 S



8. Looking south along SR 13



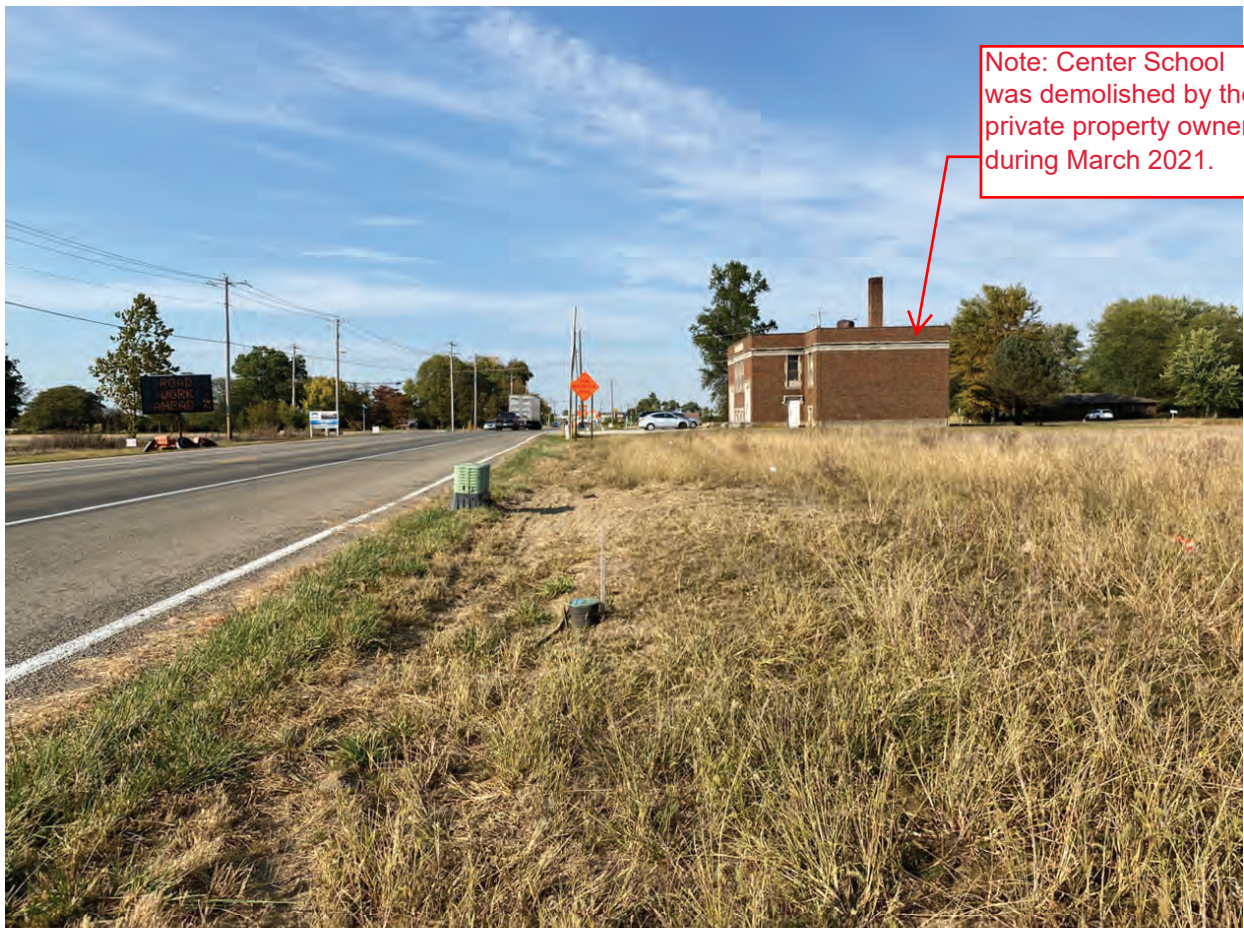
9. Looking north along SR 13, outside of the construction limits



10. Looking south along SR 13



11. Looking north towards Center School



12. Looking north to Center School



13. Looking west to subdivision



14. Looking east along CR 800 S



15. Looking east along CR 800 S



16. Looking west along CR 800 S



17. Looking west along CR 800 S



18. Looking west to intersection of CR 800 S and SR 13



19. Looking north along SR 13



20. Looking south along SR 13