

# CATEGORICAL EXCLUSION LEVEL 1 FORM

Date: January 15, 2019

Initial Version

Additional Information to CE Level 1 Dated: \_\_\_\_\_

**Purpose of this document:**

CE Level 1 documentation for exempted projects

State-funded categorical exemption documentation

**Approval CE Level 1 or State-Funded CE:**

\_\_\_\_\_  
Environmental Scoping Manager or  
Environmental Policy Manager

\_\_\_\_\_  
Date

**Release for Public Involvement**

**Certification of Public Involvement**

TNL  
\_\_\_\_\_  
ESM/ES Initials

2/12/2019  
\_\_\_\_\_  
Date

\_\_\_\_\_  
Office of Public Involvement

\_\_\_\_\_  
Date

PROJECT INFORMATION			
<b>County, Route</b>	Wabash County, United States Highway (US) 24 and Wabash County Road (CR) 300 (E) East/ Lagro Servia Road/Cement Avenue	<b>Des. No.</b>	1383236
<b>Purpose and Need:</b>	<p>The purpose of this project is to improve safety of the intersection of US 24 and CR 300 East/Lagro Servia Road/Cement Avenue (i.e., CR 300 E).</p> <p>The need for this project is evident from a significant crash history at the subject intersection. In the Engineer's Report (2016), Strand Associates, Inc. (Strand) analyzed Indiana Department of Transportation (INDOT) crash data collected from 2011 to 2015 (Appendix I, pages I-1 to I-10). During that timeframe, the majority (72 percent) of the crashes that occurred within the intersection were two-vehicle, right-angle crashes between northbound and westbound vehicles. Strand concluded that the data suggests a sight-distance issue is present, involving the vertical curve high point located adjacent to the eastern portion of the intersection.</p>		
<b>Project Description:</b>	<p>This project will be undertaken at the intersection of US 24 and CR 300 E at Reference Post 99+84 to 100+30 in Lagro Township, Wabash County, Indiana (Appendix B, page B-1). Specifically, the project is in Sections 27 and 28, Township 28 North, Range 7 East on the Lagro, Indiana United States Geological Survey 7.5-Minute topographic quadrangle (Appendix B, page B-2).</p> <p>The subject intersection is two-way stop-controlled and has overhead flashers. The existing alignment of US 24 was constructed in 1998 from west to approximately 1,000 ft. east of the center of the intersection. US 24 is a Rural Principal Arterial road which conveys traffic east and west. US 24 consists of two, 12-ft.-wide through lanes; one 10-ft.- to 12-ft.-wide auxiliary lane for each turning movement; 10-ft.-wide outer shoulders, of which 2 ft. is concrete and 8 ft. is asphalt; and 4-ft.-wide median shoulders in each direction, separated by a 52-ft.-wide grass median. The posted speed limit is 60 miles per hour (mph). CR 300 E is a Rural Minor Collector which conveys traffic north and south and consists of one, 10-ft.-wide travel lane adjoined by a 2-ft. paved shoulder in each direction. The posted speed limit is 30 mph. No curbs or sidewalks are</p>		

present within the project limits. Within the project area, landcover consists of roadside grass and, adjacent to the project area, landcover consists of agricultural fields and residences (Appendix B, pages B-3 to B-17). Utilities present within the project area include a stormwater underdrain system, underground gas, and aerial electrical and telephone lines.

The preferred alternative is to reconfigure the existing intersection into a J-turn (Appendix B, pages B-19 to B-44). Construction limits for the preferred alternative will extend along US 24 from Station (Sta.) 403+75 to 421+32, for a total of 1,757 ft. Signage, signals, and pavement markings through the intersection, and pavement within the median, will be removed to eliminate left turns. Full-depth hot mix asphalt pavement will be installed to provide 42-ft.-wide J-turn lanes near Stas. 405+25 and 419+50. To turn left onto US 24 from either approach of CR 300 E, drivers will be required to first turn right onto US 24 and then complete a J-turn within the provided lane. To turn onto CR 300 E, drivers will utilize the US 24 Westbound right-turn lane to travel north and will utilize the US 24 Eastbound right-turn lane to travel south. New pavement markings and signage will be installed to indicate which turning movements are permitted within the newly reconfigured roadway. Seeded ditches will be constructed within the median adjacent to the J-turn lanes on eastbound and westbound of US 24. The median will be closed and through traffic on CR 300 E will be required to turn right and then complete a J-turn within the provided lane and then turn right onto CR 300 E.

Portions of the existing underdrain system in the median will be replaced. At Sta. 405+45, underground drain Structure (Str.) Number (No.) 10 with no surface opening, will be replaced with a new structure, 120 linear feet (ft.) of 15-in.-diameter pipe, with one grated box end section, that will connect to Str. 11. At Sta. 406+05, Str. No. 11 will be replaced, with an Inlet Type F-7 inlet, and 2 ft. of 18-in.-diameter pipe, that will connect to the existing pipe structure. At Sta. 419+00, underground Str. No. 12, with no surface opening, will be replaced with an Inlet E-7, 86 ft. of 15-in.-diameter pipe, with one grated box end section (Appendix B, Pages B-5, B-30, B-32, and B-34).

Construction is planned to occur from March 2020 through November 2020. Reconfiguration of the subject intersection is expected to satisfy the purpose and need of the project by improving safety of the intersection. Under this alternative, each left turn at an intersection and through traffic of CR 300 E would be replaced with a combination of a right turn followed by a J-turn. This alternative would have minimal potential to impact natural and/or cultural resources. This alternative would eliminate through traffic across US 24 on CR 300 E which would eliminate most of the collisions at this intersection. Additionally, because of the length of the deceleration lanes at a posted speed limit of 60 mph, closing the median allows those auxiliary lanes to begin prior to the intersection, shortening the overall project length. As the main circumstance of the collisions and smaller project length this alternative was preferred.

The cost for construction is expected to be \$1,116,080.00 (Appendix H, page H-1 to H-2).

This project is kinned (i.e., bundled) with thirteen other Designation Numbers (Des. Nos.), all of which are planned to be constructed within the same timeframe and are tabulated below. INDOT Construction personnel will continue correspondence with the contractor in regard to MOT for all these projects to avoid any conflicts.

Des. No.	Project Type and Location
1701346	Small Structure Replacement, US 24 over Branch of Helm Creek
1701339	Hot Mix Asphalt (HMA) Overlay, Preventative Maintenance, US 24 from 1.66 mi. E of the SR 9 Junction (Jct.) to 4.80 mi. W of I-69
1700253	HMA Overlay, Preventative Maintenance, SR 15 from SR 13 N Jct. to 0.12 mi. N of US 24
1701252	HMA Overlay, Preventative Maintenance, SR 13 from SR 15 S Jct. to US 24

	1700228, 1700229	Bridge Deck Overlay, US 24 over Clear Creek
	1700227	Bridge Deck Replacement, SR 9 over Wabash River
	1700226	Small Structure Pipe Lining, SR 9 over unnamed tributary (UNT) of Wabash River, 8.40 mi. N of SR 124
	1700225	Small Structure Pipe Lining SR 9 over Rusher Drain (UNT of Little Majenica Creek), 1.93 mi. N of SR 124
	1401855	HMA Overlay, Minor Structural, SR 15 from 0.12 mi. N of US 24 to SR 16
	1401751	Bridge Deck Replacement, SR 105 over Salamonie Reservoir, 2.10 mi. N of SR 124
	1383585	Small Structure Pipe Lining, SR 9 over Little Majenica Creek, 3.15 mi. N of SR 124
	1298023	Small Structure Pipe Lining, SR 16 over UNT of Washonis Creek, 0.98 mi. N of SR 19 S Jct.
<b>Other Alternatives Considered:</b>	<p>A roundabout was considered. Total traffic on both CR 300 E approaches represents less than seven percent of the overall traffic in the intersection. A roundabout would cause unnecessary delay through the intersection. Additionally, this alternative would likely disturb a larger area, resulting in greater impacts to water resources. Therefore, this alternative was discarded from further consideration (Appendix I, page I-7).</p> <p>One U-Turn configuration considered was a boulevard left or 'Michigan Left'. Under this alternative, each left turn at the intersection would be replaced with a combination of a right turn followed by a U-turn but would still allow through movements on the minor approach. This alternative would have minimal potential to impact natural and/or cultural resources. However, because most crashes at the intersection were on the minor approach, this alternative would not address the primary safety concern for this project. Therefore, this alternative was discarded from further consideration (Appendix I, page I-7).</p> <p>An additional U-Turn configuration considered was a traditional restricted crossing U-turn (RCUT). Under this alternative, all US 24 movements, including left-turns, would be allowed, but all CR 300 E movements would be required to turn right and use a median U-turn downstream for through and left-turn movements. This alternative would have minimal potential to impact natural and/or cultural resources. However, because most crashes at the intersection were on the minor approach, this alternative would not address the primary safety concern for this project. Therefore, this alternative was discarded from further consideration (Appendix I, page I-7).</p> <p>The no build alternative would keep the existing signal and lane configuration at the US 24 and CR 300 E intersection. No additional cost would be incurred by maintaining the continued use of the existing intersection. This alternative does not meet the stated purpose and need of the project. Therefore, this alternative was discarded from further consideration (Appendix I, page I-7).</p>	
<b>Project Termini:</b>	Sta. 403+75 to Sta. 421+32	
<b>Funding Source(s):</b>	<input checked="" type="checkbox"/> Federal <input checked="" type="checkbox"/> State <input type="checkbox"/> Local <input type="checkbox"/> Other	<b>Estimated Cost</b> \$1,116,080.00
<b>Project Sponsor:</b>	Indiana Department of Transportation	<b>Project Length</b> 1,757 ft.

Name and organization of CE Level 1 Preparer:

Samuel P. Snell, MS, RPA and Jessica Peterson, MS; Metric Environmental, LLC

INDOT ES/District Env.  
Reviewer Signature:

Toni N. Langevin - INDOT - Fort Wayne District

Date: 11/13/2018

<b>SCOPE OF THE PROPOSED ACTION</b>			
<b>Public Involvement*</b>		No:	Yes: <input checked="" type="checkbox"/>
Possible:			
Comments:	All survey activities were conducted within existing right-of-way; therefore, notice of survey letters were not sent to adjacent landowners. A letter will be sent to the adjacent land owners during the public involvement process.		
	The proposed project will meet the minimum requirements described in the current Indiana Department of Transportation (INDOT) Public Involvement Manual which will require 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 upon release of this document for public involvement.		
	This document will be revised after the public involvement requirements are fulfilled.		
<b>Right-of-way (permanent and temporary, in acres)</b>		No: <input checked="" type="checkbox"/>	Yes:
Possible:			
Comments:	Existing right-of-way ranges from approximately 110 to 150 ft. north and south of the centerline of US 24 and from approximately 40 to 130 ft. east and west of the centerline of CR 300 E through the project area. No permanent or temporary right-of-way acquisition will be acquired as a result of this project (Appendix B, pages B-4 and B-27 to B-28).		
	If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Service Division (ESD) and the INDOT District Environmental Section will be contacted immediately.		
<b>Disruption to public facilities/services (such as schools, emergency service)</b>		No: <input checked="" type="checkbox"/>	Yes:
Possible:			
Comments:	Maintenance of traffic (Appendix B, pages B-23 to B-26) will utilize signage, barricades, flashing arrows, and channelization drums to close the existing median and left-turn lanes on US 24 in each direction from approximately 925 ft. west of the centerline of CR 300 E (Sta. 403+75) to approximately 832 ft. east of the centerline of CR 300 E (Sta. 421+32). Maintenance of traffic may result in minor delays and increases in travel costs.		
	In the Red Flag Investigation (RFI), dated December 13, 2017, Metric Environmental, LLC (Metric) identified two pipelines within 0.5-mi. of the project area, with the nearest feature, a natural gas pipeline owned by Northern Indiana Public Service Company, intersecting the project area. Based on the scope of work, no impact to the pipeline is anticipated.		
	On July 26, 2017 and July 20, 2018, Metric sent early coordination (EC) letters to the applicable natural and cultural resource agencies to solicit comments about potential environmental impacts of this project (Appendix C, pages C-1 to C-3).		
	In their EC response, dated August 11, 2017, INDOT Office of Aviation stated that an Indiana Tall Structure permit will be required if the project involves construction of a temporary (e.g., crane) or permanent structure that exceeds 200 ft. above ground level (Appendix C, page C-18). Although no structures of this type are proposed, the recommendation is included in the Environmental Commitments section of this document.		
	Utilities present within the project area include a stormwater underdrain system, underground gas, and aerial electrical and telephone lines. Portions of the existing underdrain system will be replaced, as described in the Project Description section of this document. The designer is coordinating with the utility companies and will continue until project completion. None of the EC recipients responded regarding utilities. No disruption of utility service is anticipated.		
The lane restrictions will pose a temporary inconvenience to traveling motorists (including school buses and emergency services); however, no significant delays are anticipated and all inconveniences will cease upon project completion. The project sponsor will be responsible for contacting school districts and emergency services at least 2 weeks prior to construction and 48 hours in advance of shoulder closures.			

<b>SCOPE OF THE PROPOSED ACTION</b>			
Delays would/may occur during construction but would cease with project completion.			
<b>Involvement with existing bridge(s) (Include structure numbers)</b>	No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>	Possible: <input type="checkbox"/>
<b>Comments:</b>	No bridges are within the project area; therefore, this project will not involve existing bridges. Portions of the existing underdrain system in the median will be replaced as detailed in the project description portion of this document.		

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

<b>INVOLVEMENT WITH RESOURCES</b>			
<b>Streams, Rivers, and Watercourses Impacted (linear feet)</b>	No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>	Possible: <input type="checkbox"/>
<b>Comments:</b>	<p>Based on a desktop review, site visits on August 8, 2017 and April 11, 2018 by Metric, the aerial map of the project area (Appendix B, page B-3), and the water resources map in the Red Flag Investigation report (RFI) (Appendix E, pages E-7), there are 11 stream segments located within the 0.5 mi. search radius. The nearest feature approximately 0.19-mi. east of the project (Appendix E, pages E-2 and E-7). No stream impacts are expected.</p> <p><b><u>Waters Report (if applicable):</u></b>                      A <i>Waters of the U.S. Determination/Wetland Delineation Report</i> was completed for the project and submitted to INDOT Ecology and Waterway Permitting Office on May 21, 2018. The report was approved on May 24, 2018. Please refer to Appendix F for the <i>Waters of the U.S. Determination/Wetland Delineation Report</i>. Metric identified two ephemeral streams, unnamed tributaries (UNT) 1 and 2, and three roadside ditches (RSDs), RSDs 1, 2, and 3, within Project Study Limits (PSLs) (Appendix F, page F-17). UNT 1 is within the eastern portion of the PSLs. UNT 1 flows south to north through Wetland A, continues under US 24 through a culvert, and turns north of US 24. UNT 2 is within the northeastern portion of the PSLs. UNT 2 flows through a culvert under US 24, daylights north of US 24 and continues northeast into the agricultural field where it ends. Both streams exhibited ordinary high-water mark (OHWM) characteristics with established flow lines on the banks. Within the PSLs, the OHWM of UNT 1 was an average of 1 ft. wide and 0.3 ft. deep and the OHWM of UNT 2 was an average of 3 ft. wide and 0.5 ft. deep. Both streams exhibited significant nexus with the Wabash River, a Section 10 Traditional Navigable Waterway (TNW). Since both streams exhibited OHWM characteristics and significant nexus with a Section 10 TNW, both streams are likely considered waters of the US and/or waters of the State. RSDs 1, 2, and 3 are vegetated swales in the southeast, southwest, and northwest portions of the PSLs, respectively, and do not exhibit OHWMs (Appendix F, pages F-12, F-13, and F-17). Therefore, the features are likely not jurisdictional. The USACE makes all final determinations regarding jurisdiction.</p> <p>Full avoidance of stream impacts was achieved for this project. Construction limits have been reduced to the median. A firm commitment has been included in the Environmental Commitments section of this document that the contractor shall install silt fence or other erosion control measures around the perimeter of any wetlands and/or other waterbodies to remain undisturbed at the project site. No impact to RSDs is anticipated as a result of this project.</p> <p><b><u>Early Coordination:</u></b>                      Early coordination email letters were sent to Indiana Department of Natural Resources (IDNR) - Division of Fish &amp; Wildlife (INDR-DFW), Indiana Department of Environmental Management (IDEM), and USACE-Louisville District on July 26, 2017.</p> <p>This project meets the criteria for programmatic coordination described in the United States Fish and Wildlife Service (USFWS) Interim Policy for the Review of Highway Transportation Projects in Indiana (2013) (Interim Policy) (Appendix C, pages C-4 to C-5). The USFWS standard recommendations are included, as appropriate, in the Environmental Commitments section of this document (Appendix C, page C-6).</p>		

**INVOLVEMENT WITH RESOURCES**

On July 26, 2017, Metric generated an automatic IDEM Proposed Roadway Construction Projects letter, in which IDEM recommended hiring a consultant to conduct a waters determination, which has been completed; obtaining the appropriate permits to comply with Clean Water Act (CWA) Sections 401 and 404, which does not apply since no stream impacts are anticipated; and limiting the disturbance of stream and riparian vegetation (Appendix C, pages C-8 to C-14).

In their EC response, dated August 24, 2017, IDNR-DFW recommended implementing appropriate erosion and sediment control devices (Appendix C, page C-19). The recommendation is included in the Environmental Commitments section of this document.

All applicable recommendations are included in the Environmental Commitments section of this CE document. No other agencies provided comments regarding streams in response to the EC letters.

Wetlands (acres)

No:

Yes:

Possible:

Comments:

Based on a review of the National Wetlands Inventory (NWI) online mapper (<https://www.fws.gov/wetlands/data/Mapper.html>), the USGS topographic map, and the RFI showed there are 12 USFWS NWI polygons and 6 NWI lines located within the 0.5 mi. search radius, and no wetlands are found within the project area. Site visits were conducted on August 8, 2017 and April 11, 2018 by Metric (Appendix B, page B-2 and Appendix F, page F-17) and four Palustrine, Emergent, Persistent, Temporarily Flooded (PEM1A) wetlands were identified during the site visit. Wetlands A, B, C, and D, within the PSLs (Appendix F, page F-17). Wetland A was located south of US 24 and east of CR 300 E within RSD 1. Wetland B was located north of US 24, just south of Beaver Drive. Wetland C was located north of US 24 and east of CR 300 E at the bottom of the hillslope leading down from US 24. Wetland D was located south of US 24, east of CR 300 E within RSD 1. All four wetlands exhibited significant nexus with the Wabash River, a Section 10 TNW; therefore, all four features are likely jurisdictional waters of the US and/or waters of the State. However, the wetlands are outside of construction limits and no dredge or fill will occur within any of the features. Therefore, no impact is expected. The project complies with the Wetland Finding for Federal Aid Projects covered under the Programmatic Categorical Exclusion Agreement signed by the FHWA on 2011.

**Waters Report**

A *Waters of the U.S. Determination/Wetland Delineation Report* was completed for the project and submitted to INDOT Ecology and Waterway Permitting Office on May 21, 2018. The report was approved on May 24, 2018. Please refer to Appendix F for the *Waters of the U.S. Determination/Wetland Delineation Report*. It was determined that all four wetlands exhibited significant nexus with the Wabash River, a Section 10 TNW; therefore, all four features are likely jurisdictional waters of the US and/or waters of the State. The USACE makes all final determinations regarding jurisdiction.

**Early Coordination**

Early coordination email letters were sent to INDR - DFW, IDEM, and USACE-Louisville District on July 26, 2017 and the Largo Municipal Water Department on July 20, 2018.

On July 26, 2017, Metric generated an automatic IDEM Proposed Roadway Construction Projects letter, in which IDEM recommended hiring a consultant to conduct a waters determination, which has been completed, and obtaining the appropriate permits to comply with CWA Sections 401 and 404, which does not apply since no wetland impacts are anticipated (Appendix C, pages C-8 to C-14).

This project meets the criteria for programmatic coordination of the USFWS Interim Policy (Appendix C, pages C-4 to C-5). The USFWS standard recommendations do not mention wetlands (Appendix C, page C-6).

In their EC response, dated August 24, 2017, IDNR-DFW recommended not excavating or placing fill in

<b>INVOLVEMENT WITH RESOURCES</b>			
	<p>any riparian wetland (Appendix C, page C-19). Although the recommendation is currently implemented, it is included in the Environmental Commitments section of this document to ensure continued implementation.</p> <p>All applicable recommendations are included in the Environmental Commitments section of this CE document. No other agencies provided comments regarding streams in response to the EC letters.</p>		
<b>Disturbance of Terrestrial Habitat (acres)</b>		No:	Yes: <b>X</b>
		Possible:	
Comments:	<p>Based on a desktop review, site visits on August 8, 2017 and April 11, 2018 by Metric, the aerial map of the project area (Appendix B, pages B-3), there are roadside grass habitat within the project area and, adjacent to the project area, landcover consists of agricultural fields and residences (Appendix B, pages B-3 to B-18). The closest agricultural and residential land use is adjacent to the project area on the south side of US 24 at the intersection with CR 300 E. Metric identified the dominant vegetation within the project study limits, which included black willow (<i>Salix nigra</i>), honey locust (<i>Gleditsia triacanthos</i>), and bitternut hickory (<i>Carya cordiformis</i>) in the tree stratum; dogwood (<i>Cornus drummondii</i>) in the sapling/shrub stratum; and smooth brome (<i>Bromus inermis</i>), common fox sedge (<i>Carex vulpinoidea</i>), hybrid cattail (<i>Typha X glauca</i>), seedbox (<i>Ludwigia alternifolia</i>), American water horehound (<i>Lycopus americanus</i>), eastern purple coneflower (<i>Echinacea purpurea</i>), tall false rye grass (<i>Schedonorus arundinaceus</i>), little bluestem (<i>Schizachyrium scoparium</i>), broadleaf cattail (<i>Typha latifolia</i>), woolgrass (<i>Scirpus cyperinus</i>), Kentucky blue grass (<i>Poa pratensis</i>), and red fescue (<i>Festuca rubra</i>) in the herb stratum (Appendix F, pages F-7 to F-11). The project will be predominately occurring in the median of US 24 and in the roadside area of the intersection of CR 300 E and east bound US 24 all within existing right-of-way. Ground cover expected to be directly impacted within the project area is approximately 1.78 ac. of roadside grass (Appendix B, pages B-19 to B-44). No trees will be removed as part of this project because none exist within construction limits. No mitigation is anticipated.</p> <p><b>Early Coordination</b>                      Early coordination email letters were sent to IDNR - DFW, IDEM, and USACE-Louisville District, on July 26,.</p> <p>In their EC response, dated August 24, 2017, IDNR-DFW did not mention unique or high-quality habitat within the project area but recommended revegetating all bare and disturbed areas (Appendix C, page C-19). The recommendation is in the Environmental Commitments section of this document.</p> <p>This project meets the criteria for programmatic coordination outlined in the USFWS Interim Policy (Appendix C, pages C-4 to C-5). Since no trees are within the project area, the USFWS recommendation regarding tree/understory vegetation clearing does not apply. The sediment control recommendation is in the Environmental Commitments section of this document (Appendix C, page C-6).</p> <p>All applicable recommendations are included in the Environmental Commitments section of this CE document. No other agencies provided comments regarding streams in response to the EC letters.</p>		
<b>Karst Features</b>		No: <b>X</b>	Yes:
		Possible:	
Comments:	<p>Based on a desktop review, site visits on August 8, 2017 and April 11, 2018 by Metric, the aerial map of the project area (Appendix B, page B-3), and the RFI (Appendix E), the proposed project is located outside the designated karst region of Indiana as outlined in the October 13, 1993 Memorandum of Understanding (MOU). There are no karst features identified within the project area.</p> <p><b>Early Coordination</b>                      An early coordination email letter were sent to Indiana Geological Survey, on July 26, 2017.</p> <p>In their EC response, dated July 27, 2017, Indiana Geological Survey stated that, within a 0.5-mi. search radius, the only geological hazard is a moderate liquefaction potential. Mineral resources include a high</p>		

<b>INVOLVEMENT WITH RESOURCES</b>			
<p>potential for bedrock and a low potential for sand and gravel, and no active or abandoned mineral resource extraction sites have been documented (Appendix C, pages C-15 to C-16).</p> <p>All applicable recommendations are included in the Environmental Commitments section of this CE document. No other agencies provided comments regarding streams in response to the EC letters.</p>			
<b>Threatened and Endangered Species</b>		No:	Yes:
			Possible: <b>X</b>
<b>Comments:</b>	<p>Based on a desktop review and the Red Flag Investigation (Appendix E), completed by Metric on December 11, 2017, the IDNR Wabash County Endangered, Threatened and Rare (ETR) Species List has been checked and is included in (Appendix E, pages E-9 to E10). 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 August 24, 2017, the Natural Heritage Program's data have 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 (Appendix C, pages C-19). During a field check on May 16, 2018, by Metric, Str. Nos. 10, 11, and 12 were investigate and did not record any evidence of bats (Appendix C, pages C-20 to C-25).</p> <p><b>Indiana Bat and Northern Long-Eared Bat</b></p> <p>The proposed 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, Federal Transit Administration and USFWS. 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 C-26 to C-31). Wabash County is within range of the federally endangered Indiana bat (<i>Myotis sodalis</i>) and the federally threatened northern long-eared bat (NLEB) (<i>Myotis septentrionalis</i>). In addition, an effect determination key was completed on December 4, 2018, 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 (Appendix C, pages C-32 to C-42). Avoidance and Mitigation Measures (AMMs) are included as firm commitments in the Environmental Commitments section of this document. INDOT verified the effect finding on December 4, 2018, and requested USFWS's review of the finding (Appendix C, pages C-43 to C-47). No response was received within the 14 of day period which implies concurrence.</p> <p>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.</p>		
<b>Drinking Water Resources</b>		No: <b>X</b>	Yes:
			Possible:
<b>Comments:</b>	<p><b>Sole Source Aquifer</b></p> <p>The Environmental Protection Agency's Sole Source Aquifer website (<a href="https://www.epa.gov/dwssa">https://www.epa.gov/dwssa</a>) was accessed on July 17, 2018 by Metric. The project is located in Wabash 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, and a detailed groundwater assessment is not required. No impacts are expected.</p> <p><b>Wellhead Protection Area</b></p> <p>The Indiana Department of Environmental Management's Wellhead Proximity Determinator website (<a href="http://www.in.gov/idem/cleanwater/pages/wellhead/">http://www.in.gov/idem/cleanwater/pages/wellhead/</a>) was accessed on July 26, 2017 by Metric. The required project location data was provided, and it was determined that the project is located within a Wellhead Protection Area (Appendix C, page C-7). On July 20, 2018, Metric sent an EC letter to Scott Siders the Largo Municipal Water Department's Wellhead Protection Coordinator (Appendix C, pages C-1 to C-3). No response was received. No impact is expected.</p>		

<b>INVOLVEMENT WITH RESOURCES</b>			
	<p><b><u>Residential Wells</u></b>                      The Indiana Department of Natural Resources Water Well Record Database website (<a href="https://www.in.gov/dnr/water/3595.htm">https://www.in.gov/dnr/water/3595.htm</a>) was accessed on July 17, 2018 by Metric. No wells are located near this project. Therefore, no impacts are expected.</p> <p><b><u>Urban Area Boundary</u></b>                      Based on a desktop review of the INDOT MS4 website (<a href="https://entapps.indot.in.gov/MS4/">https://entapps.indot.in.gov/MS4/</a>) by Metric on July 17, 2018, it was determined that the project is not located in an Urban Area Boundary (UAB) location. This project also does not appear to be in a UAB according to the Red Flag Investigation report (Appendix E, page E-2). No impacts are expected.</p> <p><b><u>Public Water System</u></b>                      Based on a desktop review, site investigation on July 17, 2018 by Metric, the aerial map of the project area (Appendix B, Page B-3), design plans (Appendix B, Pages B-19 to B-44) this project is not located where there will be public water system impacts. Therefore, no impacts are expected.</p>		
<b>Flood Plains (note transverse or longitudinal impact)</b>		No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>
Comments:	<p>The Indiana Department of Natural Resources Indiana Floodway Information Portal website (<a href="http://dnrmmaps.dnr.in.gov/appsphp/fdms/">http://dnrmmaps.dnr.in.gov/appsphp/fdms/</a>) was accessed on July 17, 2018 by Metric. This project is not located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix E, page E-7 and Appendix F, page F-15). 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.</p> <p>In their EC response, dated August 24, 2017, IDNR-DFW stated that formal approval by the IDNR Division of Water is not required for this project (Appendix C, page C-19). Therefore, a Construction in a Floodway permit is not required. No EC reply was received from the USACE.</p>		
<b>Farmland (acres)</b>		No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>
Comments:	<p>Based on a desktop review, site investigation on July 26, 2017 by Metric, the aerial map of the project area (Appendix B, page B-3), and the EC response, dated August 9, 2017, by the Natural Resources Conservation Service stated that this project, "will not cause a conversion in prime farmland" (Appendix C, page C-17) there is no land that meets the definition of farmland under the Farmland Protection Policy Act (FPPA) within or adjacent to the project area. The requirements of the FPPA do not apply to this project, therefore, no impacts are expected.</p>		
<b>Cultural Resources</b>		No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>
Comments:	<p>On September 17, 2018 Metric determined that this project falls within the guidelines of Category A, Type A-2, A-3, and A-4 under the Minor Projects Programmatic Agreement, (Appendix D, page D-1). No further consultation is required. This completes the Section 106 process and the responsibilities of the FHWA under Section 106 have been fulfilled.</p> <p>If any human remains are encountered, work shall cease in the immediate area and the human remains left undisturbed. INDOT and FHWA will contact the county coroner and law enforcement officials immediately, and the discovery must be reported to SHPO within two (2) business days. The discovery must be treated in accordance with IC 14-21-1 and 312 IAC 22. If the remains are determined to be Native American, FHWA will notify the appropriate federally recognized Indian Tribes.</p> <p>Work at the site shall not resume until a plan for treatment of the human remains is developed and approved in consultation with the SHPO and any appropriate consulting parties. The plan will comply with IC 14-21-1, 312 IAC 22, the current guidebook for the Indiana Historic Sites and Structures Inventory-Archaeological Sites, and all other appropriate state guidelines, statutes, rules, and regulations.</p>		

<b>INVOLVEMENT WITH RESOURCES</b>				
<b>Section 4(f) and Section 6(f) Resources</b>		No: <b>X</b>	Yes:	Possible:
Comments:	<p><b><u>Section 4(f)</u></b> Section 4(f) of the U.S. Department of Transportation Act of 1966 prohibits the use of certain public and historic lands for federally funded transportation facilities unless there is no feasible and prudent alternative. The law applies to significant publicly owned parks, recreation areas, wildlife / waterfowl refuges, and NRHP eligible or listed historic properties. Lands subject to this law are considered Section 4(f) resources.</p> <p>Based on a desktop review, site investigation on December 11, 2017, by Metric, the aerial map of the project area (Appendix B, page B-3), and the Red Flag Investigation report (Appendix E, pages E-1 and E-2) there are no Section 4(f) resources within or adjacent to the project area. Therefore, no impacts are expected.</p> <p><b><u>Section 6(f)</u></b> 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.</p> <p>A review of 6(f) properties on the Land and Water Conservation Fund (LWCF) website at <a href="https://www.lwccoalition.com/tools">https://www.lwccoalition.com/tools</a> revealed a total of three properties in Wabash County (Appendix I, page I-11). None of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to 6(f) resources as a result of this project.</p>			
<b>Air Quality Impacts</b>		No: <b>X</b>	Yes:	Possible:
Comments:	<p><b><u>STIP/TIP</u></b> This project is included in the Fiscal Year (FY) 2018-2021 and the Statewide Transportation Improvement Program (STIP) (Appendix H, page H-1). The Engineering for this project was on amendment 16-07 of the 2016-2019 STIP approved on November 12, 2016 (Appendix H, page H-2).</p> <p><b><u>Attainment Area</u></b> This project is located in Wabash County, which is currently in attainment for all criteria pollutants. Therefore, the conformity procedures of 40 CFR Part 93 do not apply.</p>			
<b>Community/Economic Impacts</b>		No: <b>X</b>	Yes:	Possible:
Comments:	<p><b><u>Public Facilities and Services</u></b> Based on a desktop review, site investigation on December 10, 2017 by Metric, the aerial map of the project area (Appendix B, page B-3), and the Red Flag Investigation report (Appendix E, pages E-1, E2, and E-6) there are no public facilities within or adjacent to the project area. Access to all properties will be maintained during construction. Therefore, no impacts are expected.</p> <p>Early coordination email letters were sent to Indiana Department of Transportation-Office of Aviation, Chicago Regional Office U.S. Department of Housing &amp; Urban Development, Indiana Department of Transportation-Public Involvement, IDEM Wellhead Proximity Determinator, Wabash County Highway Department, Wabash County Surveyor, and Wabash County Commissioner on July 26, 2017 and on July 20, 2018, Metric sent an EC letter to Scott Siders the Largo Municipal Water Department's Wellhead Protection Coordinator There no replies pertaining to public facilities or services.</p> <p>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.</p>			

**INVOLVEMENT WITH RESOURCES**

**EJ Analysis**

Under FHWA Order 6640.23A, FHWA and INDOT, 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 ac. of additional permanent right-of-way. No relocations of people, businesses, or farms will take place as a result of this project and will require less than 0.5 ac. of additional permanent right-of-way, therefore an EJ analysis is not required.

**Indirect Impacts**

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.

Maintenance of traffic will utilize signage, barricades, flashing arrows, and channelization drums to close the existing median and left-turn lanes on US 24 in each direction from approximately 925 ft. west of the centerline of CR 300 E (Sta. 403+75) to approximately 832 ft. east of the centerline of CR 300 E (Sta. 421+32). Maintenance of traffic may result in delays and increased travel costs.

No significant effects were identified that may induce changes in patterns of land use, population density, or growth rate, or related effects on air, water, ecosystems, or other natural systems. No significant impacts on the environment have been identified which will result from the incremental impact of the proposed action when added to other past, present, and reasonably foreseeable future actions.

This project is not anticipated to impact any community events, such as festivals or fairs. On May 9, 2018, Metric reviewed the Indiana Association of Fairs website and no events were listed that will be impacted by this project ([www.indianafairsandfestivals.org](http://www.indianafairsandfestivals.org)).

According to their website, Wabash County has an Americans with Disabilities Act transition plan ([www.cityofwabash.com/departments/index.php?structureid=12](http://www.cityofwabash.com/departments/index.php?structureid=12)). No pedestrian facilities will be created or modified for this project; therefore, the project complies with the transition plan.

All temporary community inconvenience associated with construction will end upon project completion. No permanent or temporary impact to community cohesion, local tax base, or property values was identified that may occur as a result of this project.

<b>Hazardous Materials</b>		No: <input checked="" type="checkbox"/>	Yes:	Possible:
Comments:	Based on a desktop review a red flag investigation was completed on December 11, 2017 by Metric (Appendix E). There were no hazardous material concerns located within the 0.5 mi. radius (Appendix E, page E-3). No impacts are expected. Further investigation for hazardous materials is not required at this time.  On August 8, 2017 and April 11, 2018, Metric visually inspected the project area and did not observe any potential hazardous materials.			
<b>Permits</b>		No:	Yes: <input checked="" type="checkbox"/>	Possible:
Comments:	An initial permit determination was performed on May 17, 2018 indicating a 401/404 Regional General Permit (RGP) would be required. The design plans have since been changed. An updated permit determination was completed on 10/30/2018 indicating that as long as there are no impacts to wetlands and stream no environmental permits will be required other than a Rule 5 permit (Appendix F, pages F-38 to F-39). On January 8, 2019 a new determination was requested because of the revised construction plans.			

**INVOLVEMENT WITH RESOURCES**

INDOT determined that since no wetland impacts were outlined in the October determination request, the October determination of just a Rule 5 permit being required can be used (Appendix F, pages F-40 to F-41).

Since the actions of this project will result in disturbance of greater than one acre of land, a Rule 5 permit will be required.

In their EC response, dated August 17, 2017, INDOT Office of Aviation stated that an Indiana Tall Structure permit will be required if the project involves the construction of a temporary (e.g., crane) or permanent structure that exceeds 200 ft. above ground level (Appendix C, page C-18).

In their EC response, dated August 24, 2017, IDNR-DFW stated, "Formal approval of the Department of Natural Resources under regulatory programs administered by the Division of Water is not required for this project," (Appendix C, page C-19).

Applicable recommendations provided by IDEM, IDNR-DFW, USFWS, and INDOT Office of Aviation, are included in the Environmental Commitments section of this document. If a 401/404, Indiana Tall Structure permit, or Construction in a Floodway permit is found to be necessary, the conditions of the permit would be requirements of the project, and would supersede these recommendations.

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

**ENVIRONMENTAL COMMITMENTS:****Firm:**

1. If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (EDS) and INDOT District Environmental Section will be contacted immediately. (INDOT)
2. The project sponsor will be responsible for contacting school districts and emergency services at least two weeks prior to construction, and 48 hours in advance of shoulder closures. (INDOT)
3. If a spill occurs or contaminated soils or water are encountered during construction, appropriate personal protective equipment should be utilized. Contaminated materials must be properly characterized, handled, and disposed in accordance with current regulations. IDEM must be notified through the spill line at (888) 233-7745 within 24 hours of discovering of contamination. (INDOT)
4. An Indiana Tall Structure permit will be required if the project involves the construction of a temporary (e.g., crane) or permanent structure that exceeds 200 ft. above ground level. (INDOT Office of Aviation)
5. Install silt fence or other erosion control measures around the perimeter of any wetlands and/or other waterbodies to remain undisturbed at the project site. (INDOT)
6. If any human remains are encountered, work shall cease in the immediate area and the human remains left undisturbed. INDOT and FHWA will contact the county coroner and law enforcement official immediately, and the discovery must be reported to SHPO within two (2) business days. The discovery must be treated in accordance with IC 14-21-1 and 312 IAC 22. If the remains are determined to be Native American, FHWA will notify the appropriate federally recognized Indian Tribes. Work at the site shall not resume until a plan for treatment of human remains is developed and approved in consultation with the SHPO and any appropriate consulting parties. The plan will comply with IC 14-21-1 and 312 IAC 22, the current guidebook for the Indiana Historic Sites and Structures Inventory – Archaeology Sites, and all other appropriate state guidelines, statutes, rules, and regulations. (INDOT)
7. 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)
8. LIGHTING AMM 1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)

**For Consideration:**

9. Revegetate all bare and disturbed areas within the project area using a mixture of native grasses (excluding all varieties of tall fescue), sedges, and wildflowers native to Northern Indiana and designed specifically for

- pollinator habitat as soon as possible upon completion. (IDNR-DFW)
10. Appropriately designed measures for controlling erosion sediment must be implemented to prevent sediment from leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized. (IDNR-DFW)
  11. Do not excavate or place fill in any riparian wetland. (IDNR-DFW)
  12. 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.) (USFWS)
  13. Restrict channel work and vegetation clearing to the minimum necessary for installation of the stream crossing structure. (USFWS)
  14. 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. (USFWS)
  15. 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 necessary to complete the project. (IDEM)
  16. The use of cutback asphalt, or asphalt emulsion containing more than seven percent (7 percent) oil distillate, is prohibited during the months of April through October. (IDEM)

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

Formal noise analysis required?	No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>
Environmental Justice analysis required?	No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>
Right-of-Way acquisition greater than 0.5 acre?	No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>
Relocation of residences/businesses/etc.?	No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>
Added through-traffic lanes?	No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>
Facility on new location or realignment?	No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>
Permanent alteration of local traffic pattern?	No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>
Section 4(f) and Section 6(f) resource impacts?	No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>
Sole Source Aquifer Groundwater Assessment required?	No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>
Is the project "Likely to Adversely Affect" Threatened and Endangered Species?	No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>
Stream impacts greater than 300 linear feet, or work beyond 75 feet from pavement?	No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>
Wetland impacts greater than 0.1 acre?	No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>
Does the project have historic bridge involvement, or a Section 106 finding of No Adverse Effect / Adverse Effect?	No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>

\* Please note, this table is not applicable for state funded CE's.