

CATEGORICAL EXCLUSION LEVEL 1 FORM

Date: August 6, 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

H.M.N.

8/7/2019

ESM/ES Initials

Date

Office of Public Involvement

Date

PROJECT INFORMATION	
County, Route	Whitley County, US 30
Des Number	1600515
Purpose and Need:	<p><u>Need:</u> The need of this project is evidenced by the crash data presented in the INDOT-Technical Services Study Support Data Report dated March 11, 2015 (Appendix H-5 to H-6). Between the years of 2004 and 2014, there were 17 recorded right angle crashes out of a total 28 recorded crashes at this intersection. The crash rate (crashes/million entering vehicles (MEV)) remained essentially the same before (0.26 crashes/MEV) and after (0.25 crashes/MEV) the installation of the "School 40 mph when Flashing."</p> <p><u>Purpose:</u> The purpose of this project is to improve safety along US 30 at the intersection of County Road (CR) 500 E by reducing the most severe type of crash; right angle crashes.</p>
Project Description:	<p><u>Location:</u> This intersection improvement project is located at the intersection of US 30 and County Road (CR) 500 E, which is located 5.01 miles east of State Route (SR) 205 (Reference Post (RP) 116+90 to RP 117+28) in Union Township, Whitley County, Indiana (Appendix B-1 to B-3). The approximate project length is 0.31 mile.</p> <p><u>Existing Conditions:</u> US 30 is a rural principal arterial roadway that is divided into four lanes (two 12' lanes in each direction) with an 11' paved outside shoulder and 4' paved inside shoulder. There are right and left turns present on both eastbound and westbound of US 30. CR 500 E is a two-lane roadway (one 12' lane in each direction) with no inside or outside shoulder. The existing intersection is a traditional intersection. See Appendix B-16 to B-21 for photographs of the site.</p> <p><u>Preferred Alternative:</u> The proposed scope of work is to improve the current traditional intersection to a median U-turn intersection with an extension of existing left turn lanes (Appendix B-7 to B-9). Vehicles on CR 500 E will be restricted to make a right turn only to go onto either eastbound or westbound US 30. Vehicles wishing to make a left turn onto US 30 from CR 500 E will need to make a right turn and then will need to make a U-turn at a constructed crossover. Approximately 227' of 12" pipe with</p>

	<p>two (2) inlets (Str. No. 100 and 101; Appendix B-7) will be replaced within the median west of the intersection of US 30 and CR 500 E. Two (2) additional inlets (Str. No. 102 and 103; Appendix B-8) will also be replaced. Str. No. 104 will not be disturbed (Appendix B-8). New guardrail will be installed from approximately Sta. 453+75 to Sta. 457+66 (Right side) (Appendix B-7). Existing guardrail will be removed and replaced from approximately Sta. 466+50 to Sta. 471+25 (Left side) (Appendix B-8 to B-9). Ditch regrading will occur on the south side from Sta. 454+50 to Sta. 458+00 and on the north side from Sta. 467+00 to Sta. 470+75 (Appendix B-16). This grading is predominately due to the lengthening of the existing turn lanes. Thermoplastic pavement markings and snowplowable raised pavement markers will be utilized (Appendix B-13 to B-15).</p> <p><u>Maintenance of Traffic (MOT):</u> The MOT for the project will require single lane closures with the outside shoulder work to be completed first and then the median work. 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. Delays may occur during construction but will cease with project completion.</p> <p>This alternative meets the purpose and need of the project by reducing the number of right angle crashes and therefore improving safety along US 30. This project exhibits independent utility as it will be completed in a single project and does not rely on future projects to be successful.</p>						
<p>Other Alternatives Considered:</p>	<p><u>Traffic Signals Alternative:</u> This alternative requires signaling the intersection. However, this alternative is not considered any further because the intersection does not meet warrants for a traffic signal.</p> <p><u>Do Nothing Alternative:</u> This alternative will not solve the issue at the intersection. Right angle crashes would continue to occur. This alternative does not meet the purpose and need for the project and will not be considered further.</p>						
<p>Project Termini:</p>	<p>Approximately 815 feet to the west and 830 feet to the east of the intersection of US 30 and CR 500 E</p>						
<p>Funding Source(s):</p>	<table border="1"> <tr> <td><input checked="" type="checkbox"/> Federal</td> <td><input checked="" type="checkbox"/> State</td> <td><input type="checkbox"/> Local</td> <td><input type="checkbox"/> Other</td> <td>Estimated Cost</td> <td>\$1,229,009</td> </tr> </table>	<input checked="" type="checkbox"/> Federal	<input checked="" type="checkbox"/> State	<input type="checkbox"/> Local	<input type="checkbox"/> Other	Estimated Cost	\$1,229,009
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<p>Project Sponsor:</p>	<table border="1"> <tr> <td>Indiana Department of Transportation (INDOT)</td> <td>Project Length</td> <td>0.31 mile</td> </tr> </table>	Indiana Department of Transportation (INDOT)	Project Length	0.31 mile			
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Name and organization of CE Level 1 Preparer: Ashley Taylor, Environmental Manager II, INDOT-Fort Wayne District

INDOT ES/District Env. Reviewer Signature:

Karen M. Novak

Date: 8/5/2019

SCOPE OF THE PROPOSED ACTION			
Public Involvement*	No:	Yes: X	Possible:
Comments:	<p>Notice of Entry letters were not mailed to nearby property owners as all work is expected to occur within existing right-of-way.</p> <p>The project will meet the minimum requirements described in the current <i>INDOT Public Involvement Manual</i> which requires the project sponsor to offer the public an opportunity to submit comment and/or request a public hearing. Therefore, a legal notice will appear in a local publication contingent upon the release of this document for public involvement. This document will be revised after the public involvement requirements are fulfilled.</p>		

SCOPE OF THE PROPOSED ACTION			
Right-of-way (permanent and temporary, in acres)	No: <input checked="" type="checkbox"/>	Yes:	Possible:
Comments:	<p>According to the Beacon GIS Website (https://beacon.schneidercorp.com/?site=WhitleyCountyIN), existing right-of-way ranges from approximately 90 to 100 feet both north and south of the centerline of US 30. This project will occur within existing right-of-way. No permanent or temporary right-of-way will be required for this project.</p> <p>If the scope of work changes or if permanent or temporary right-of-way becomes necessary, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately.</p>		
Disruption to public facilities/services (such as schools, emergency service)	No:	Yes: <input checked="" type="checkbox"/>	Possible:
Comments:	<p>Based on a desktop review, a site visit on June 21, 2019 by INDOT-Fort Wayne District, the aerial map of the project area (Appendix B-2) and the Red Flag Investigation (RFI) report (Appendix E-2, E-5, and E-7), there is one (1) religious facility, one (1) cemetery, one (1) school/reactional facility, and one (1) trail located within the 0.5 mile of the project. The cemetery, Hope Lutheran Cemetery, and school/recreational facility, Coesse Elementary, are within or adjacent to the project area. The Hope Lutheran Cemetery will not be impacted because the work will be confined to existing right-of-way. Additional coordination with INDOT-Cultural Resources Office (CRO) acknowledged the presence of the cemetery, but did not recommend a Cemetery Development Plan be developed. Coesse Elementary may experience temporary traffic delays associated with the single lane closures; however, no significant delays are anticipated. Access to all properties will be maintained during construction. Emergency response times may also be impacted by utilizing a median U-turn. These impacts are expected to be minimal due to the close spacing of the U-turns.</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> <p><u>Early Coordination:</u> Early coordination letters were sent to the Whitley County Surveyor, Whitley County Highway Department, Whitley County Board of Commissioners, and Coesse Elementary on April 12, 2019 (Appendix C-1 to C-2). The Whitley County Surveyor, Whitley County Board of Commissioners, and Coesse Elementary did not respond to the early coordination letter. The City of Columbia City Mayor responded on May 10, 2019 with several recommendations to avoid or minimize impacts to the surrounding public facilities/services (Appendix C-3 to C-4). The Whitley County Highway Department responded on May 9, 2019 with several questions/concerns regarding the use of the median U-turn (Appendix C-37 to C-38). These questions were addressed by INDOT-Technical Services and returned to the Whitley County Highway Department (Appendix C-39 to C-41). Considerations to various project aspects requested by the Whitley County Highway Department are included as "For Further Consideration" commitments. All applicable recommendations are included in the Environmental Commitments section of this CE document.</p>		
Involvement with existing bridge(s) (Include structure number(s))	No:	Yes: <input checked="" type="checkbox"/>	Possible:
Comments:	<p>One (1) 12" pipe (Str. No. 100 and 101) will be replaced along with an inlet at each side (Appendix B-7). Additionally, two (2) inlets (Str. No. 102 and 103) will be adjusted to grade (Appendix B-8). Str. No. 104 is a culvert located within the project limits and carries Mowery Ditch, but will not be disturbed.</p>		

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

INVOLVEMENT WITH RESOURCES				
Streams, Rivers, and Watercourses Impacted (linear feet)		No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>	Possible: <input type="checkbox"/>
Comments:	<p>Based on a desktop review, a site visit on June 21, 2019 by INDOT-Fort Wayne District, the aerial map of the project area (Appendix B-2), and the water resources map in the RFI report (Appendix E-8), there are two (2) stream segments located within the 0.5 mile search radius. The nearest stream, Mowery Ditch, passes through the project area. However, the culvert carrying Mowery Ditch is listed as "Do Not Disturb" on the plan sheets (Appendix B-8). Therefore, no impacts to Mowery Ditch are expected. Ditch regrading will occur on the south side from Sta. 454+50 to Sta. 458+00 and on the north side from Sta. 467+00 to Sta. 470+75 (Appendix B-16). The ditch from Sta. 454+50 to Sta. 458+00 consists of a steep slope and mowed grass. No Ordinary High Water Mark (OHWM) was observed during the site visit on June 21, 2019 by INDOT-Fort Wayne District. The ditch from Sta. 467+00 to Sta. 470+75 consists of existing riprap. Therefore, no impacts are expected.</p> <p>A <i>Waters of the U.S. Determination / Wetland Delineation Report</i> was approved on July 31, 2019 by the INDOT Ecology and Waterway Permitting Office. Please refer to Appendix F for the <i>Waters of the U.S. Determination / Wetland Delineation Report</i>. It was determined that no jurisdictional waterways are located where the ditch grading will occur. The U.S. Army Corps of Engineers (USACE) makes all final determinations regarding jurisdiction.</p> <p><u>Early Coordination:</u> Early coordination letters were sent to the Indiana Department of Natural Resources (IDNR) Division of Fish and Wildlife (DFW) and United States Fish and Wildlife Service (USFWS) on April 12, 2019 (Appendix C-1 to C-2). IDNR DFW responded on May 10, 2019 and provided standard recommendations to minimize impacts to waterways (Appendix C-14). USFWS responded on April 15, 2019 and indicated "because the proposed project will have minor impacts on natural resources, and no Federally endangered species are known to be present, the U.S. Fish and Wildlife Service will not be providing a comment letter" (Appendix C-19). All applicable IDNR DFW recommendations are included in the Environmental Commitments section of this CE document.</p>			
Wetlands (acres)		No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>	Possible: <input type="checkbox"/>
Comments:	<p>Based on a review of the National Wetlands Inventory (NWI) online mapper (https://www.fws.gov/wetlands/data/Mapper.html), the USGS topographic map (Appendix B-3), and the RFI report (Appendix E-3 and E-8) showed there are 29 wetlands located within the 0.5 mile search radius. The nearest wetland is located approximately 0.01 mile north of the project area. A site visit was conducted on June 21, 2019 by INDOT-Fort Wayne District and no wetlands were observed in the areas where ground disturbance will occur. These areas include the eastern and western medians as well as two sections of ditch grading as indicated in Appendix B-16. Therefore, no impacts are expected.</p> <p>A <i>Waters of the U.S. Determination / Wetland Delineation Report</i> was approved on July 31, 2019 by the INDOT Ecology and Waterway Permitting Office. Please refer to Appendix F for the <i>Waters of the U.S. Determination / Wetland Delineation Report</i>. It was determined that no wetlands are located where the ditch grading will occur. The U.S. Army Corps of Engineers (USACE) makes all final determinations regarding jurisdiction.</p> <p><u>Early Coordination:</u> Early coordination letters were sent to the IDNR DFW and USFWS on April 12, 2019 (Appendix C-1 to C-2). IDNR DFW responded on May 10, 2019 and did not provide recommendations regarding wetlands (Appendix C-14). USFWS responded on April 15, 2019 and indicated "because the proposed project will have minor impacts on natural resources, and no Federally endangered species are known to be present, the U.S. Fish and Wildlife Service will not be providing a comment letter" (Appendix C-19).</p>			

INVOLVEMENT WITH RESOURCES				
Disturbance of Terrestrial Habitat (acres)		No:	Yes: <input checked="" type="checkbox"/>	Possible:
Comments:	<p>Based on a desktop review, a site visit on June 21, 2019 by INDOT-Fort Wayne District, and the aerial map of the project area (Appendix B-2), the project area consists of maintained mowed grassy median as well as a grassy ditch (Sta. 454+50 to Sta. 458+00) to be regraded on the south side. On the north side, ditch regrading will occur from Sta. 467+00 to Sta. 470+75; however, this ditch consists of existing riprap. No trees will be removed as part of this project. A Rule 5 permit is anticipated to be required due to greater than one (1) acre of soil disturbance related to the ditch regrading and median work. Avoidance alternatives are not feasible due to the space needs of the preferred alternative. The construction footprint has been minimized to stay within existing right-of-way.</p> <p><u>Early Coordination:</u> Early coordination letters were sent to the IDNR DFW and USFWS on April 12, 2019 (Appendix C-1 to C-2). IDNR DFW responded on May 10, 2019 and provided standard recommendations to avoid or minimize impacts to terrestrial habitat (Appendix C-14). USFWS responded on April 15, 2019 and indicated "because the proposed project will have minor impacts on natural resources, and no Federally endangered species are known to be present, the U.S. Fish and Wildlife Service will not be providing a comment letter" (Appendix C-19). All applicable IDNR DFW recommendations are included in the Environmental Commitments section of this CE document.</p>			
Karst Features		No: <input checked="" type="checkbox"/>	Yes:	Possible:
Comments:	<p>Based on a desktop review, a site visit on June 21, 2019 by INDOT-Fort Wayne District, the topo map of the project area (Appendix B-3), and the RFI report (Appendix E-3 and E-8), 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. In the early coordination response, the Indiana Geological Survey (IGS) did not indicate that karst features may exist in the project area (Appendix C-15 to C-17). The IGS did indicate the following features in their response:</p> <ul style="list-style-type: none"> • Geological Hazards <ul style="list-style-type: none"> ○ Moderate liquefaction potential • Mineral Resources <ul style="list-style-type: none"> ○ Bedrock Resource: High Potential ○ Sand and Gravel Resource: Low Potential • No documented active or abandoned mineral resources extraction sites <p>The features will not be affected because of the scope of work. Therefore, no impacts are expected.</p>			
Threatened and Endangered Species		No: <input checked="" type="checkbox"/>	Yes:	Possible:
Comments:	<p>Based on a desktop review and the RFI (Appendix E-4 to E-5), completed by INDOT-Fort Wayne District on March 18, 2019, the IDNR Whitley County Endangered, Threatened and Rare (ETR) Species List has been checked and is included in Appendix E-10 to E-11. 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 May 10, 2019 (Appendix C-14), the Natural Heritage Program's Database has been checked and no plant or animal species listed as state or federally threatened, endangered, or rare have been reported to occur in the project vicinity.</p> <p>The project qualifies for the <i>Range-wide Programmatic Informal Consultation for the Indiana bat and northern long-eared bat (NLEB)</i>, dated May 2016 (revised February 2018), between FHWA, Federal Railroad Administration (FRA), 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-31 to C-36) and no additional species were found within the project area. Whitley 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 May 24, 2019, and based on the responses provided, the project was found to "<i>May Affect – Not Likely to Adversely Affect (NLAA)</i>" the Indiana bat and/or the NLEB (Appendix C-20 to C-30). INDOT verified the</p>			

INVOLVEMENT WITH RESOURCES			
<p>finding on May 24, 2019 and requested USFWS's review of the finding. No response was received from USFWS within the 14-day review period; therefore, it was concluded they concur with the finding. Avoidance and Minimization Measures (AMMs) are included as firm commitments in the Environmental Commitments section of this document.</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>			
Drinking Water Resources		No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>
Comments:	<p><u>Sole Source Aquifer:</u> The project is located in Whitley 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. No impacts are expected.</p> <p><u>Wellhead Protection Area:</u> The Indiana Department of Environmental Management's Wellhead Proximity Determinator website (http://www.in.gov/idem/cleanwater/pages/wellhead/) was accessed on May 24, 2019 by INDOT-Fort Wayne District. This project is not located within a Wellhead Protection Area. No impacts are expected.</p> <p><u>Water Wells:</u> The Indiana Department of Natural Resources Water Well Record Database website (https://www.in.gov/dnr/water/3595.htm) was accessed on May 24, 2019 by INDOT-Fort Wayne District. No wells are located near this project. Therefore, no impacts are expected.</p> <p><u>Urban Area Boundary:</u> Based on a desktop review of the INDOT MS4 website (https://entapps.indot.in.gov/MS4/) by INDOT-Fort Wayne District on May 24, 2019, and the RFI report, this project is not located in an Urban Area Boundary location. No impacts are expected.</p> <p><u>Public Water System:</u> Based on a desktop review, a site visit on June 21, 2019 by INDOT-Fort Wayne District, and the aerial map of the project area (Appendix B-2), this project is not located where there will be public water system impacts. Therefore, no impacts are expected.</p>		
Flood Plains (note transverse or longitudinal impact)		No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>
Comments:	<p>The Indiana Department of Natural Resources Indiana Floodway Information Portal website (http://dnrmmaps.dnr.in.gov/appsphp/fdms/) was accessed on May 24, 2019 by INDOT-Fort Wayne District. This project is not located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix F-7). 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>		
Farmland (acres)		No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>
Comments:	<p>Based on a desktop review, a site visit on June 21, 2019 by INDOT-Fort Wayne District, the aerial map of the project area (Appendix B-2), 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>		
Cultural Resources		No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>
Comments:	<p>On April 5, 2019, the INDOT Cultural Resource Office (CRO) determined that this project falls within the guidelines of Categories A-2, A-3, and B-3 under the Minor Projects Programmatic Agreement, (Appendix D-1 to D-3).</p>		

INVOLVEMENT WITH RESOURCES			
<p>A-2: All work within interchanges and within medians of divided highways in previously disturbed soils.</p> <p>A-3: Replacement, repair, lining, or extension of culverts and other drainage structures that do not exhibit wood, stone, or brick structures or parts therein and are in previously disturbed soils.</p> <p>B-3: Construction of added travel, turning, or auxiliary lanes (e.g. bicycle, truck climbing, acceleration and deceleration lanes) and shoulder widening under the following conditions: work occurs in previously disturbed soils and work does not occur adjacent or within a National Register-listed or National Register-eligible district or individual above-ground resource.</p> <p>No further consultation is required. This completes the Section 106 process and the responsibilities of the FHWA under Section 106 have been fulfilled.</p>			
Section 4(f) and Section 6(f) Resources		No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>
<p>Section 4(f) of the U.S. Department of Transportation Act of 1966 prohibits the use of certain public and historic lands for federally funded transportation facilities unless there is no feasible and prudent alternative. The law applies to significant publicly owned parks, recreation areas, wildlife / waterfowl refuges, and NRHP eligible or listed historic properties regardless of ownership. Lands subject to this law are considered Section 4(f) resources.</p> <p>Based on a desktop review, a site visit on June 21, 2019 by INDOT-Fort Wayne District, the aerial map of the project area (Appendix B-2), and the RFI report (Appendix E-2), there are no Section 4(f) resources within or adjacent to the project area. Therefore, no impacts are expected.</p> <p>The U.S. Land and Water Conservation Fund Act of 1965 established the Land and Water Conservation Fund (LWCF), which was created to preserve, develop, and assure accessibility to outdoor recreation resources. Section 6(f) of this Act prohibits conversion of lands purchased with LWCF monies to a non-recreation use.</p> <p>A review of 6(f) properties on the Land and Water Conservation Fund (LWCF) website at https://www.lwcfcoalition.com/tools revealed a total of seven (7) properties in Whitley County (Appendix H-9). None of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to 6(f) resources as a result of this project.</p>			
Air Quality Impacts		No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>
<p>This project is included in the Fiscal Year (FY) 2020-2024 Statewide Transportation Improvement Program (STIP) initial listing, approved July 2, 2019 (Appendix G-1) and the FY 2018-2021 STIP, approved July 3, 2017 (Appendix G-2). In addition, the project is included within the FY 2016-2019 STIP via Amendment 16-36, approved March 1, 2017 (Appendix G-3).</p> <p>This project is located in Whitley County, which is currently in attainment for all criteria pollutants according to the Indiana Department of Environmental Management (IDEM) (https://www.in.gov/idem/airquality/files/nonattainment_county_list.pdf). Therefore, the conformity procedures of 40 CFR Part 93 do not apply.</p> <p>This project is of a type qualifying as a categorical exclusion (Group 1) under 23 CFR 771.117(c), or exempt under the Clean Air Act conformity rule under 40 CFR 93.126, and as such, a Mobile Source Air Toxics analysis is not required.</p>			
Community/Economic Impacts		No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>
<p><u>Indirect and Cumulative Impacts</u></p> <p>Indirect impacts are effects which are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect effects may include growth inducing effects and</p>			

INVOLVEMENT WITH RESOURCES			
	<p>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.</p> <p>This project is not expected to have any substantial community cohesion impacts. No community events should be substantially impacted by this project. The proposed action will not result in substantial indirect or cumulative impacts. This project will not add capacity to the roadway, nor is it intended to change the surrounding properties.</p> <p><u>Environmental Justice (EJ)</u> 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. This project will have no relocations and will not require any right-of-way; therefore, an EJ analysis is not required per the current INDOT Categorical Exclusion Manual.</p>		
Hazardous Materials		No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>
Comments:	<p>Based on a review of GIS and available public records, a Red Flag Investigation (RFI) was completed on March 18, 2019 by INDOT-Fort Wayne District and approved on April 15, 2019 by INDOT-Site Assessment and Management (SAM) (Appendix E). One (1) Resource Conservation and Recovery Act (RCRA) generator, one (1) Underground Storage Tank (UST), one (1) Leaking Underground Storage Tank (LUST), and one (1) National Pollutant Discharge Elimination System (NPDES) Facility are located within 0.5 mile of the project area. However, no hazmat sites were identified in or within 0.5 mile of the project area that will impact the project. The nearest RCRA generator is located adjacent to the project area. The nearest UST site is located 0.13 mile south of the project area. The nearest LUST site is located 0.13 mile northwest of the project area. The nearest NPDES facility is located 0.49 mile northwest of the project area. No impacts are expected because of distance or a No Further Action determination by Indiana Department of Environmental Management (IDEM). Further investigation for hazardous material concerns is not required at this time.</p>		
Permits		No: <input type="checkbox"/>	Yes: <input checked="" type="checkbox"/>
Comments:	<p>A Rule 5 permit is anticipated to be required for this project due to soil disturbance exceeding one (1) acre. No other permits are anticipated. IDNR responded to the early coordination letter on May 10, 2019 and indicated that "formal approval by the Department of Natural Resources under the regulatory programs administered by the Division of Water is not required for this project" (Appendix C-14).</p> <p>Applicable recommendations provided by IDNR are included in the Environmental Commitments section of this document. If permits are found to be necessary, the conditions of the permit will be requirements of the project and will supersede these recommendations.</p> <p>It is the responsibility of the project sponsor to identify and obtain all required permits.</p>		

ENVIRONMENTAL COMMITMENTS:FIRM

1. If the scope of work changes or permanent or temporary right-of-way becomes necessary, 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. If a spill occurs or contaminated soils or ground water are encountered during construction, appropriate personal protective equipment (PPE) will be utilized. Contaminated materials will need to be properly handled and disposed of in accordance with current regulations. IDEM should be notified through the spill line at (888) 233-7745 within 24 hours of discovery of contamination from an Underground Storage Tank system and within 2 hours of discovery of a spill. (INDOT-SAM)
4. If any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, construction in the immediate area of the find will be stopped, and the INDOT Cultural Resources Office and the Division of Historic Preservation and Archaeology will be notified immediately. (INDOT-CRO)
5. 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)
6. Lighting AMM 1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)

FOR FURTHER CONSIDERATION

7. Revegetate all bare and disturbed areas with a mixture of grasses (excluding all varieties of tall fescue) and legumes as soon as possible upon completion; low endophyte tall fescue may be used in the ditch bottom and side slopes only. (IDNR DFW)
8. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the stream or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized. (IDNR DFW)
9. Consider widening the radii at County Road (CR) 500 E. (Whitley County Highway)
10. Consider extending the mill and fill to the right-of-way lines on CR 500 E. (Whitley County Highway)
11. Consider consulting with the Fort Wayne Bridge Inspector to assess the condition of the culvert east of the intersection. This is a legal county regulated drain, the Mowery J2 A, #460-000A. (Whitley County Highway)
12. Consider studying and making adjustments, if necessary, to the signal timing at both the CR 300 E and CR 600 E intersections with US 30. (Whitley County Highway)

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.