

Indiana Department of Transportation

County Wells Route SR 116 Des. No. 1800222

**FHWA-INDIANA ENVIRONMENTAL DOCUMENT
CATEGORICAL EXCLUSION / ENVIRONMENTAL ASSESSMENT FORM
GENERAL PROJECT INFORMATION**

Road No./County:	State Road (SR) 116 / Wells County
Designation Number:	1800222
Project Description/Termini:	Curve Correction/Pavement project along SR 116 from 4.08 miles east of SR 1 to 4.46 miles east of SR1

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

KMN _____ 5/24/2021 _____
 ESM Initials _____ Date _____ ES Initials _____ Date _____

Certification of Public Involvement _____
 Office of Public Involvement _____ Date _____

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

INDOT ES/District Env. Reviewer Signature: Karen M. Novak Date: 1/29/2021, 5/24/2021

Name and Organization of CE/EA Preparer: Susan Harrington, HNTB Inc.

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Part I - PUBLIC INVOLVEMENT

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

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

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

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

Remarks:

Notice of Entry
Notice of Entry letters were mailed to potentially affected property owners near the project area on June 4, 2019, notifying them about the project and that individuals responsible for land surveying and field activities may be seen in the area. A sample copy of the Notice of Entry letter is included in Appendix G, pages 1-2.
Section 106
To meet the public involvement requirements of Section 106, a legal notice of the Federal Highway Administration's (FHWA's) finding of "No Historic Properties Affected" was published in the News-Banner, with circulation in and around Bluffton, Indiana, on December 19, 2020, offering the public an opportunity to submit comment pursuant to 36 CFR 800.2(d), 800.3(e), and 800.6(a)(4). The public comment period closed 30 days later on January 20, 2021. No comments were received. The text of the public notice and the affidavit of publication appear in Appendix D, pages 57-58.
Public Involvement
The project will meet the minimum requirements described in the current Indiana Department of Transportation (INDOT) Public Involvement Manual which 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 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 X]

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: Fort Wayne
Local Name of the Facility: SR 116

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 continued bank erosion on the north side of SR 116 that has destabilized the slope and caused the soil to slide towards the Wabash River. The erosion presents a safety hazard to the traveling public and presents a clear risk to undermining the existing pavement. In addition, the existing horizontal alignment does not meet minimum INDOT Design Manual horizontal alignment design criteria. These conditions are documented in the project's Abbreviated Engineer's Report dated February 10, 2020 (Appendix I, pages 1-13).

Purpose:

The purpose of the project is to prevent the roadway from failing and causing a potential threat to the travelling public along SR 116 at this location.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Wells Municipality: N/A

Limits of Proposed Work: Along SR 116 from 4.08 miles east of SR 1 to 4.46 miles east of SR1

Total Work Length: 0.44 Mile(s) Total Work Area: 6.02 Acre(s)

Is an Interchange Modification Study / Interchange Justification Study (IMS/IJS) required?
If yes, when did the FHWA grant a conditional approval for this project?

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

The project is located on SR 116, approximately 4.08 miles east of SR 1 (Appendix B, page 1). More specifically, the project is in Section 18, Township 26 North, Range 13 East in Harrison Township, Wells County, Indiana, as shown on the United States Geological Survey (USGS) 7.5 Minute Linn Grove, Indiana Topographic Quadrangle Map (Appendix B, page 3).

Existing Conditions:

SR 116 is classified as a rural collector and has a posted speed limit of 55 miles per hour through the project area. The existing roadway section consists of two 11-foot through lanes with 2-foot paved shoulders. The existing horizontal alignment

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does not meet minimum INDOT Design Manual horizontal alignment design criteria. There is an existing 24-inch ductile iron pipe culvert crossing under SR 116, 300 feet west of the stream bank failure area. Existing Drainage through the project is primarily through sheet flow away from the road into the Wabash River on the north side of SR 116. Drainage on the south side of the road is conveyed through side ditches to a 24-inch culvert that outfalls into the Wabash River.

The project is in a rural area, and the primary surrounding land use is agriculture, forest, and state park.

Please refer to Appendix B, pages 6-28, for photos of the project area.

Preferred Alternative:

The proposed project will shift SR 116 75 feet south of the existing alignment. This alternative requires full depth pavement over a length of 1,900 linear feet. Each of the two lanes will be 11 feet wide, with two-foot shoulders. Culverts and drainage pipes will be removed and rebuilt in new locations as needed for field entrances along the new roadway alignment. Geometric deficiencies will be addressed by correcting super-elevation. Approximately 7.79 acres of new permanent right of way will be required.

The original preferred alternative was described in early coordination and analysis documents as a slide correction that included bank stabilization. However, during project design, it was determined that bank stabilization was not necessary due to the distance that the roadway will be moved away from the river. This change resulted in avoidance of impacts to the Wabash River and vegetation along the riverbank.

Plan sheets detailing proposed construction activities are included in Appendix B, pages 29-39.

The maintenance of traffic (MOT) plan will include phased construction, including a temporary closure with a detour route utilizing SR 218 and SR 1. Additional details of the MOT plan are included in the MOT section of this CE document.

The preferred alternative will satisfy the purpose and need of the project by realigning SR 116 away from the Wabash River to prevent the roadway from failing and causing a potential threat to the travelling public at this location.

The project has independent utility because it will provide a fully functional roadway without any additional transportation improvements beyond the project limits. The project termini are appropriate as they include all areas that contribute to the transportation problem and encompass a range of solutions appropriate to solving the transportation problem.

OTHER ALTERNATIVES CONSIDERED:

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

Descriptions of the following alternatives can be found in Appendix I, pages 5 and 10-13.

Maintain Existing Alignment Alternative:

This option would maintain the existing alignment and require excavation of the sliding embankment and application of bank stabilization to protect the bank from sliding further. The bank stabilization would involve soil excavation replaced with appropriately sized rip rap. Full depth reconstruction of the westbound lane would be needed. This alternative would not require additional right of way acquisition or utility relocations. MOT would require a flagger with a lane closure. This alternative does not meet the project purpose and need, and was not selected because of the proximity of the roadway to the Wabash River and concern about future stream bed migration.

Alignment Shift (37 Feet) Alternative:

This option would shift the roadway 37 feet south of the existing alignment to protect the road from riverbank migration. This alternative would require pavement reconstruction of approximately 1,900 Linear Feet. Right-of-way acquisition from two parcels totaling approximately 4 acres would be required. An underground telephone line and overhead electrical line would likely be impacted and need to be relocated. The bank stabilization would require soil excavation and replacement with appropriately sized rip rap. MOT would require closure of the roadway with a detour. This alternative meets the purpose and need of the project, but was not selected because the preferred alternative provides more protection from future erosion of the stream bank due to its distance from existing SR 116.

Shift Alignment (Single Lane Width – 12 Feet) Alternative:

This option would shift the roadway 12 feet south of the existing alignment. This alternative would require full depth pavement over a length of 1,604 ft. Approximately 3.5 acres of right-of-way would be required over two parcels. The bank stabilization would require soil excavation and replacement with appropriately sized rip rap. An underground telephone line and overhead electrical line would likely be impacted and need to be relocated. MOT would require closure of the roadway with a detour.

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This alternative meets the purpose and need of the project, but was not selected because the preferred alternative provides more protection from future erosion of the stream bank due to its distance from existing SR 116.

Shift Alignment (75 Feet) with Bank Stabilization Alternative:

This option would shift the roadway 75 feet south of the existing alignment. This alternative would require full depth pavement over a length of 1,900 linear feet. Approximately 5 acres of right-of-way acquisition would be required over two parcels. The bank stabilization would require soil excavation and replacement with appropriately sized rip rap. MOT would include phased construction, including a temporary closure with a detour route. This alternative meets the purpose and need of the project, but was not selected because bank stabilization was determined unnecessary to achieve protection from future erosion of the stream bank due to the distance of the roadway from the river.

No-Build Alternative:

The No-Build alternative would make no physical improvements to the roadway. This alternative would have no effect on environmental resources. This alternative would not address the slide conditions described above. Without improvements, the roadway would continue to deteriorate, and lead to eventual failure. The "No-Build" alternative was not selected because it fails to meet the purpose and need of the project.

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

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

ROADWAY CHARACTER:

Functional Classification: Rural State Collector
 Current ADT: 2,076 VPD (2023) Design Year ADT: 2,503 VPD (2043)
 Design Hour Volume (DHV): 228 Truck Percentage (%) 6.09
 Designed Speed (mph): 55 Legal Speed (mph): 55

	Existing	Proposed
Number of Lanes:	2	2
Type of Lanes:	11-ft through lanes	11-ft through lanes
Pavement Width:	26 ft.	26 ft.
Shoulder Width:	2 ft.	2 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

If the proposed action has multiple roadways, this section should be filled out for each roadway.

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DESIGN CRITERIA FOR BRIDGES:

Structure/NBI Number(s): Structure # 101 Sufficiency Rating: N/A
 (Rating, Source of Information)

	Existing	Proposed
Bridge Type:	24" pipe	42" pipe
Number of Spans:	1	1
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:	2	2 ft.
Length of Channel Work:		104 ft.

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

Remarks:

The proposed small structure, identified as Structure Number 101 on the plan sheet, conveys UNT-1 to Wabash River beneath SR 116. The existing structure, identified on the plans as # EX 200/EX 201, is a 24" pipe. The new structure will be a 42" pipe structure that is 104 feet long and constructed on a new alignment. Riprap will be placed at the outlet of the pipe (Appendix B, pages 35 and 39).

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.

Structure/NBI Number(s): Structure Number 102 Sufficiency Rating: N/A
 (Rating, Source of Information)

	Existing	Proposed
Bridge Type:	12" CMP driveway culvert	18" driveway culvert
Number of Spans:	1	1
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:	2	2 ft.
Length of Channel Work:		N/A ft.

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

Remarks:

The proposed small structure, identified as Structure Number 102 on the plan sheet, conveys roadside drainage beneath a field entrance drive. The existing structure, identified as # EX 202, is a 12" CMP that is 17 feet long. The new structure will be an 18" pipe that is 42 feet long and constructed on a new alignment. Riprap will be placed at the outlet of the pipe (Appendix B, pages 35 and 39).

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.

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Structure/NBI Number(s): Structure # 103 Sufficiency Rating: N/A
 (Rating, Source of Information)

	Existing	Proposed
Bridge Type:	18" pipe	36" driveway culvert
Number of Spans:	1	1
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:	2	2 ft.
Length of Channel Work:		N/A ft.

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

Remarks: The proposed small structure, identified as Structure # 103 on the plan sheets, convey roadside drainage beneath a field entrance drive. The existing structure, identified as # EX 203, is an 18" pipe that is 48 feet long. The new structure will be a 36" pipe that is 52 feet long and constructed on a new alignment. Riprap will be placed at the outlet of the pipe (Appendix B, pages 35 and 39).

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.

Structure/NBI Number(s): Structure # 104 Sufficiency Rating: N/A
 (Rating, Source of Information)

	Existing	Proposed
Bridge Type:	N/A	30" pipe
Number of Spans:	N/A	1
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: The proposed small structure, identified as Structure Number 104 on the plan sheet, conveys roadside drainage beneath SR 116. An existing structure is not present at this location. The new structure will be a 30" pipe that is 71 feet long. Riprap will be placed at the outlet of the pipe (Appendix B, pages 35 and 39).

MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

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

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Remarks:

The MOT plan for this project will consist of three phases (Appendix B, pages 31-33). During the first phase, the shoulders along existing SR 116 will be closed, and the new alignment of SR 116 will be constructed. During Phase I, both eastbound and westbound traffic along SR 116 will be open. The second phase will require a full closure of SR 116 while the new alignment is tied in with the existing SR 116. The official state detour will utilize SR 1 and SR 218. It will be approximately 18.5 miles long and will add approximately 10 miles to a trip through the area. During the third phase, SR 116 will be fully open to traffic, using the new alignment. During Phase 3, the westbound shoulder of the new alignment will be closed, and the unused portions of existing SR 116 will be removed.

Access for local traffic will be provided during construction per INDOT Standard Specification 107.08(e). Signs will be placed on site a minimum of seven days in advance of the closure to notify the public of the closure per INDOT Standard Specification 801.04.

The closures 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: \$ 202,500 (2019)* Right-of-Way: \$ 60,000 (2021) Construction: \$ 312,651 (2023)

*Engineering funds are not reflected in the current STIP because they were allocated under the FY 2018-2020 STIP.

Anticipated Start Date of Construction: Fall 2022

Date project incorporated into STIP July 2, 2019

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

If yes, Name of MPO N/A

Location of Project in TIP N/A

Date of incorporation by reference into the STIP N/A

RIGHT OF WAY:

Land Use Impacts	Amount (acres)*	
	Permanent	Temporary
Residential	0.62	0
Commercial	0	0
Agricultural	4.58	0.01
Forest	2.59	0
Wetlands	0	0
Other	0	0
Other	0	0
TOTAL	7.79	0.01

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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 apparent existing right-of-way is the edge of pavement through the construction limits.

This project requires 7.79 acres of permanent right-of-way acquisition (Appendix B, pages 36-38) and 0.01 acre of temporary right-of-way. Of the 7.79 acres of new right-of-way, none is considered to be re-acquisition. Proposed right-of-way width varies from 30 feet on either side of the roadway to a maximum of 211 feet on the north side of the roadway adjacent to the Wabash River and 90 feet south of the roadway to accommodate drainage structures.

The existing land use of the proposed new right-of-way includes approximately 0.62 acre of residential property, 4.58 acres of agricultural property, and 2.59 acres of forest.

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	X	X	
Federal Wild and Scenic Rivers			
State Natural, Scenic or Recreational Rivers			
Nationwide Rivers Inventory (NRI) listed			
Outstanding Rivers List for Indiana	X		X
Navigable Waterways	X		X

Remarks: Based on a desktop review, a site visit on October 23, 2019, by HNTB, the aerial map of the project area (Appendix B, page 2), and the water resources map in the Red Flag Investigation (RFI) report (Appendix E, page 8), there are 20 streams, rivers, watercourse or jurisdictional ditches located within the 0.5-mile search radius. There is one river present within the project area.

A *Waters of the U.S. Determination / Wetland Delineation Report* was approved by INDOT Ecology and Waterway Permitting Office (EWPO) on April 2, 2020. Please refer to Appendix F pages 1-16 for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that four likely jurisdictional streams, the Wabash River, Unnamed Tributary-1 (UNT-1) to Wabash River, UNT-2 to Wabash River, and UNT to UNT-1, are located within the project area. The United States Army Corps of Engineers (USACE) makes all final determinations regarding jurisdiction.

No streams within the project area are listed as a Federal Wild and Scenic River or a State Natural, Scenic and Recreational River. The Wabash River is on the Indiana’s listing of Outstanding Rivers and Streams.

Wabash River

The Wabash River is a perennial blueline stream feature that flows east to west along SR 116. The Wabash River exhibited 115 feet by 8 feet deep Ordinary High Water Mark (OHWM) during the site investigation. The substrate of Wabash River was primarily gravel, sand and silt. The Wabash River is a traditional navigable waterway (TNW). No impacts will occur to the Wabash River.

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UNT-1 to Wabash River

UNT-1 to Wabash River is an ephemeral stream feature that begins south of SR 116 and flows north under SR 116 where it reaches its confluence with Wabash River. UNT-1 to Wabash River exhibited 6 feet by 10 inches deep OHWM during the site investigation. UNT-1 to Wabash River is likely jurisdictional based on its hydraulic connectivity to the Wabash River, a TNW. Approximately 148 feet of UNT-1 to Wabash River will be impacted by construction of drainage pipes/culverts and placement of rip rap.

UNT-2 to Wabash River

UNT-2 to Wabash River is an ephemeral stream feature that begins north of SR 116 in a rural area. UNT-2 to Wabash River exhibited 4 feet by 6 inches deep OHWM during the site investigation. UNT-2 to Wabash River is likely jurisdictional based on its hydraulic connectivity to the Wabash River, a TNW. No impacts will occur to UNT-2 to Wabash River.

UNT to UNT-1 to Wabash River

UNT to UNT-1 to Wabash River is an ephemeral stream feature that flows east, parallel to SR 116 on the south side of the roadway. UNT to UNT-1 to Wabash River exhibited 4 feet by 5 inches deep OHWM during the site investigation. UNT to UNT-1 to Wabash River flows into UNT-1 to Wabash River. UNT to UNT-1 to Wabash is likely jurisdictional based on its hydraulic connectivity to the Wabash River, a TNW. Approximately 123 feet of UNT to UNT-1 will be impacted by construction of drainage pipes/culverts and placement of rip rap.

INDOT does not anticipate the need for mitigation activities, as the potential impact to the stream is unlikely to exceed the mitigation threshold of 0.10 acre of cumulative stream and wetland impacts. Permits are anticipated to be necessary. Proper sediment and erosion control measures will be implemented for construction access areas and in-stream work. All disturbed areas will be restored per current INDOT Standard Specifications.

Wabash River is impaired for *E. coli* and polychlorinated biphenyls (PCBs) in fish tissue. Workers who are working in or near water with *E. coli* should take care to wear appropriate personal protective equipment (PPE), observe proper hygiene procedures, including regular hand washing, and limit personal exposure. Exposure to PCBs (and/or mercury) in fish tissue is considered low, assuming workers are not eating biota surrounding or associated with the water body. No disturbance of sediment and/or soils is anticipated. If the project scope changes and there will be sediment and/or soils disturbed by construction, then additional investigation may be necessary.

Early Coordination

Early coordination letters were sent on February 3, 2020 (Appendix C, pages 1-3). An early coordination response was not received from USACE.

In their early coordination response dated March 4, 2020, IDNR-DFW included recommendations to minimize impacts to streams (Appendix C, pages 19-21). These recommendations included the restriction of pump around and causeway construction, size and placement of riprap, the timing of work within the waterway, restriction of debris entering the waterway, and bank stabilization methods.

In their early coordination response dated February 14, 2020, the USFWS did not include recommendations pertaining to streams (Appendix C, pages 10-11).

On February 3, 2020, HNTB generated the Indiana Department of Environmental Management (IDEM) automated Proposed Roadway letter (Appendix C, pages 12-18), which included recommendations to minimize impacts to the streams. These recommendations included implementation of storm water quality measures, permitting requirements, and restrictions regarding disturbance of stream and riparian vegetation.

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

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Other Surface Waters	Presence	Impacts	
		Yes	No
Reservoirs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lakes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Farm Ponds	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Detention Basins	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Storm Water Management Facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Remarks: Based on a desktop review, a site visit on October 23, 2019, by HNTB, the aerial map of the project area (Appendix B, page 2), and the water resources map in the RFI report (Appendix E, page 8), there are three other surface waters located within the 0.5 mile search radius. No other surface waters are present within the project area, therefore, no impacts are expected.

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

Total wetland area: N/A acre(s) Total wetland area impacted: N/A 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

Wetlands (Mark all that apply)	Documentation	ES Approval Dates
Wetland Determination	<input checked="" type="checkbox"/>	April 4, 2020
Wetland Delineation	<input type="checkbox"/>	
USACE Isolated Waters Determination	<input type="checkbox"/>	
Mitigation Plan	<input type="checkbox"/>	

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

- Substantial adverse impacts to adjacent homes, business or other improved properties;
- 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, page 8), there are 15 wetlands located within the 0.5 mile search radius. There are two wetlands associated with the Wabash River, mapped adjacent to the project area. A site visit was conducted on October 23, 2019, by HNTB and no wetlands were identified within the project area. Therefore, no impacts are expected.

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Early Coordination

In their early coordination response dated March 4, 2020, IDNR-DFW provided recommendations regarding wetland habitat mitigation and prohibition of excavation or placing fill in any riparian wetland (Appendix C, pages 19-21).

In their early coordination response email dated February 14, 2020, the USFWS did not provide recommendations specific to wetlands (Appendix C, pages 10-11).

On February 3, 2020, HNTB generated the IDEM automated Proposed Roadway letter (Appendix C, pages 12-18), which included recommendations regarding wetland permitting requirements.

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

	Presence	Impacts	
Terrestrial Habitat		YES	No
Unique or High Quality Habitat	X	X	

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

Remarks: Based on a desktop review, a site visit on October 23, 2019 by HNTB, and the aerial map of the project area (Appendix B, page 2), terrestrial habitats within the investigated area consisted primarily of forested riparian corridor, forest, and agricultural land. Dominant vegetation within the investigated area includes green ash (*Fraxinus pennsylvanica*), bur oak (*Quercus macrocarpa*), sugar maple (*Acer saccharum*), red oak (*Quercus rubra*), and Japanese honeysuckle (*Lonicera japonica*). Approximately 4.72 acres of disturbance will occur to terrestrial habitat. Of that total, approximately 0.28 acre of tree clearing will be required for the project. Although a total of 2.59 acres of forested right-of-way will be acquired, only the trees within the construction limits (0.28 acre) will be cleared. The trees that will be removed consist of sugar maple (*Acer saccharinum*), green ash (*Fraxinus pennsylvanica*), American elm (*Ulmus americana*), and eastern sycamore (*Plantus occidentalis*). Due to the scope of the project, which includes a shift in the roadway alignment, it is not practical to perform construction from the existing roadway, and therefore disturbance to terrestrial habitat is unavoidable. The trees to be removed will be clearly demarcated. Terrestrial habitat removal will require mitigation due to the removal of trees greater than 10-inch diameter at breast height (dbh). This mitigation will be included in the mitigation plan that will be required as part of the Construction in a Floodway (CIF) permit, and tree removal will be included in the final design plans.

Early Coordination

In their early coordination response dated March 4, 2020, IDNR-DFW included recommendations to minimize impacts to terrestrial habitat (Appendix C, pages 19-21). These recommendations included post-construction revegetation measures including riparian habitat mitigation, placement of riprap and use of geotextiles, erosion and sediment control measures, and clearing restriction of any trees suitable for the Indiana bat or Northern Long-eared bat roosting during the active season.

In their early coordination response email dated February 14, 2020, USFWS included recommendations to minimize impacts to terrestrial habitat (Appendix C, pages 10-11). These recommendations included minimizing tree clearing within the woodland and planting native trees and shrubs in the slide area to blend in with the natural habitat values of the adjacent state park.

On February 3, 2020, HNTB generated the IDEM automated Proposed Roadway letter (Appendix C, pages 12-18), which included recommendations to minimize impacts to terrestrial habitat. These recommendations included permitting requirements and restrictions regarding disturbance of vegetation.

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

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Karst

Is the project located within or adjacent to the potential Karst Area of Indiana?
 Are karst features located within or adjacent to the footprint of the 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 (Appendix B, page 3) and the RFI report (Appendix E, page 8), there are no karst features identified within or adjacent to the project area. In the early coordination response, the Indiana Geological Survey (IGS) did not indicate that karst features may exist in the project area (Appendix C, pages 22-24). Based on a review of 0.5-mile radius of the project area boundaries, IGS noted that the project is located within a floodway, and the location has high liquefaction potential, high potential for bedrock resources, and low potential for sand and gravel resources. IGS also noted that petroleum exploration wells are located within a 0.5-mile radius of the project area. Due to the shallow depth of excavation and the distance to the project area the resources will not be impacted by the project. Response from IGS was communicated with the designer on January 19, 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)

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

Is Section 7 formal consultation required for this action?

Remarks: Based on a desktop review and the RFI report, completed by HNTB on January 3, 2020, IDNR Wells County Endangered, Threatened and Rare (ETR) Species List has been checked and is included in Appendix E, pages 10-11. 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 March 4, 2020, (Appendix C, pages 19-21), the Natural Heritage Program's Database has been checked and found 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 49-54). 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 NLEB.

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 December 16, 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 December 16, 2020, and requested USFWS's review of the finding (Appendix C, pages 30-44). 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 the tree removal are included as firm commitments in the Environmental Commitments section of this document.

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

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SECTION B – OTHER RESOURCES

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

If a SSA is present, answer the following:

	<u>Yes</u>	<u>No</u>
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 Wells 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
 IDEM's Wellhead Proximity Determinator website (<http://www.in.gov/idem/cleanwater/pages/wellhead/>) was accessed on January 20, 2020, by HNTB. This project is not located within a Wellhead Protection Area or a Source Water Area. No impacts are expected.

Water Wells
 The IDNR Water Well Record Database website (<https://www.in.gov/dnr/water/3595.htm>) was accessed on October 21, 2020, by HNTB. A residential well is mapped within the project area. The feature was not located within right-of-way during the topographic survey of the project area and was not observed during environmental fieldwork that occurred at the site. Therefore, no impacts are expected. Should it be determined during the right-of-way phase that this well is affected, a cost to cure will likely be included in the appraisal to restore the well.

Urban Area Boundary
 Based on a desktop review of the INDOT Municipal Separate Storm Sewer System (MS4) website (<https://entapps.indot.in.gov/MS4/>) by HNTB on January 3, 2020, and the RFI report, this project is not located in an Urban Area Boundary (UAB) location. No impacts are expected.

Public Water System
 Based on a desktop review, a site visit on October 23, 2019 by HNTB, and the aerial map of the project area (Appendix B, page 2), no public water systems were identified. Therefore, no impacts are expected.

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

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

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Remarks:

Based on a desktop review of the IDNR Indiana Floodway Information Portal website (<http://dnrmaps.dnr.in.gov/appsphp/fdms/>) by HNTB on November 9, 2020, and the RFI report; this project is located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix B, page 4). An early coordination letter was sent on February 3, 2020, to the local Floodplain Administrator, who is also the representative from the Area Plan Commission (Appendix C, pages 1-4). The floodplain administrator did not respond within the 30-day time frame.

This project qualifies as a Category 5 per the INDOT CE Manual, which states: There will be no substantial impacts on natural and beneficial floodplain values; there will be no substantial change in flood risks; and there will be no substantial increase in potential for interruption or termination of emergency service or emergency evaluation routes; therefore, it has been determined that this encroachment is not substantial. A hydraulic design study that addresses the proposed road project has been completed during the preliminary design phase.

Farmland

Agricultural Lands
Prime Farmland (per NRCS)

Presence

X
X

Impacts

Yes	No
X	
X	

Total Points (from Section VII of CPA-106/AD-1006* 162

**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 23, 2019, by HNTB, and the aerial map of the project area (Appendix B, page 2), the project will convert 3.87 acres of farmland as defined by the Farmland Protection Policy Act. Of the 4.58 acres of agricultural right-of-way that will be acquired, 3.87 acres is considered to be prime farmland by the Natural Resources Conservation Service (NRCS). An early coordination letter was sent on February 3, 2020, to NRCS. Coordination with NRCS resulted in a score of 162 on the AD 1006 Form (Appendix C, pages 26-27). NRCS's threshold score for significant impacts to farmland that result in the consideration of alternatives is 160. Since this project score is more than the threshold, a significant loss of prime, unique, statewide, or local important farmland will result from this project. NRCS responded on November 30, 2020 stating "7CFR658.4(c) (3) states that 'Sites receiving scores totaling 160 or more be given increasingly higher levels of consideration for protection'. 7CFR658.4(c) (4) lists options such as 'Alternative sites and locations' or 'use of land that is not farmland'. Given the nature of this project, NRCS understands that the need to have this project in its current location" (Appendix C, page 28).

The farmland that will be converted to a transportation use for this project will be impacted because the alignment of the roadway will be moved away from the Wabash River to prevent future erosion and slide conditions. There are no practicable avoidance alternatives that provide adequate protection from erosion and additional slides.

SECTION C – CULTURAL RESOURCES

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

**Eligible and/or Listed
Resource Present**

Results of Research

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

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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 checked="" type="checkbox"/>	August 30, 2020	September 30, 2020
Archaeological Records Check/ Review	<input type="checkbox"/>		
Archaeological Phase Ia Survey Report	<input checked="" type="checkbox"/>	August 30, 2020	September 30, 2020
Archaeological Phase Ic Survey Report	<input type="checkbox"/>		
Archaeological Phase II Investigation Report	<input type="checkbox"/>		
Archaeological Phase III Data Recovery	<input checked="" type="checkbox"/>	December 15, 2020	January 14, 2021
APE, Eligibility and Effect Determination	<input checked="" type="checkbox"/>	December 15, 2020	January 14, 2021
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:

Area of Potential Effect (APE):
According to 36 CFR Section 800.16(d), the APE is the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The APE is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking. Given the nature of the proposed project, the APE was determined to include the proposed project area and portions of adjacent properties based on viewsheds from the project area. Wooded areas near the project area provide a natural buffer zone for the surrounding parcels. The APE takes into account the potential direct and indirect effects of the proposed project within the immediate contextual setting, which is comprised primarily of flat, agricultural land in all directions along with some forested areas to the southwest, southeast, and along the Wabash River embankment to the north (Appendix D, pages 6 - 7).

Coordination with Consulting Parties:
The following agencies/individuals were invited to become Section 106 consulting parties. Those parties who accepted the invitation are in bolded text below.

- **Indiana Department of Natural Resources – Division of Historic Preservation & Archeology, Indiana State Historic Preservation Office (SHPO)**
- Bluffton Revitalization Committee
- Indiana Landmarks Northeast Field Office
- Northeastern Indiana Regional Coordinating Council
- Robert Elliott
- **Barbara Elliot (c/o Michael Elliott), Property Owner**
- Wells County Commission
- Wells County Council
- Wells County Engineer
- Wells County Genealogy Society
- Wells County Highway Clerk
- Wells County Highway Supervisor
- Wells County Historian
- Wells county Historical Society Museum

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- Wells County Surveyor
- Delaware Nation of Oklahoma
- Eastern Shawnee Tribe of Oklahoma
- **Miami Tribe of Oklahoma**
- Peoria Tribe of Indians of Oklahoma
- Pokagon Band of Potawatomi Indians
- Shawnee Tribe

The early coordination letter was sent to consulting parties on April 2, 2020. The following responses were received.

- Miami Tribe of Oklahoma responded on April 20, 2020 (Appendix D, page 35) indicating no objection to the project, but requesting immediate consultation if any human remains or Native American cultural items are discovered.
- SHPO responded on April 29, 2020 (appendix D, pages 36-37) with general information regarding consulting parties and SHPO reviewer assignment.
- A representative of the property owner responded on May 9, 2020 (Appendix D, page 38-40) indicating that he would like to be a consulting party and informing the project team about an interurban line that was located in the vicinity of the property.

Archaeology:

The National Register of Historic Places (NRHP), Indiana Register of Historic Sites and Structures (State Register), the State Historic Architectural and Archaeological Research Databased (SHAARD), the Indiana State Department of Agriculture's Hoosier Homestead Database, and the Indiana Historic Building, Bridges, and Cemeteries (IHBBC) Map, and the Wells County Interim Report were consulted. As a result of this review, there were no previously recorded archaeological sites identified within the APE.

Cultural Resource Analysts, Inc. (CRA) completed a Phase Ia archaeological records check and reconnaissance survey of the proposed project in March 2020. The records check indicated that the project had not been previously surveyed for archaeological resources or contained a previously recorded archaeological site. One, previously unrecorded archaeological site was documented, 12-We-0516. This site is a small lithic scatter. Disturbances associated with construction of the existing SR 116 and utilities were documented. Site 12-We-0516 demonstrated poor archaeological integrity and was not recommended eligible for listing in the NRHP. Therefore, no additional archaeological work was recommended for the project. SHPO concurred with the results of the archaeology report on September 30, 2020 stating, "The portions of site 12-We-0516 that lie within the proposed project area are unlikely to yield important archaeological data; and that no further archaeological investigations of these portions of site 12-We-0516 appear necessary. The portions of site 12-We-0516 that lie outside the proposed project area should be clearly marked and must be avoided by all ground-disturbing project activities". A summary of the phase Ia archaeology short report is found in Appendix D, page 53. In addition, in a letter dated September 30, 2020, SHPO accepted the Phase Ia report with the condition that, "The report must be revised to include available documentary evidence of the portions of the historical interurban rail line mapped within the proposed project area. Including this information in the permanent archive version of the report will help to insure that future archaeological investigations within, or nearby to, the proposed project area will be aware of the potential resource". The report was revised to include information and mapping pertaining to the interurban rail line that historically ran through the project area and was sent to SHPO on October 8, 2020.

Historic Properties:

In April 2020, CRA conducted a site visit of the APE and documented all above-ground resources that will be 50 years of age or older at the time of project letting (2021). The APE was investigated for the existence of any buildings, structures, objects, or districts listed in or eligible for listing in the NRHP. As result of this field survey, only one previously surveyed above-ground resource was documented within the APE, the Abram T. Studabaker Farm (IHSSI No 179-361-20049) as a "Notable" property. A Historic Property Report (HPR) was completed (Reynolds, August 28, 2020). CRA recommended that the Abram T. Studabaker Farm was not eligible for listing in the NRHP. The summary of the HPR is found in Appendix D, pages 48-50. The HPR was sent to consulting parties on August 31, 2020. No additional consulting parties were invited. The State Historic Preservation Officer (SHPO) staff responded to the HPR on a letter dated September 30, 2020, and concurred with the recommendations therein and asked INDOT to proceed with a finding (Appendix D, pages 45-47).

Documentation Finding:

INDOT, acting on behalf of FHWA determined a "No Historic Properties Affected" finding is appropriate for this undertaking (Appendix D, pages 1-2). The Indiana State Historic Preservation Officer provided a written

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concurrence with the Section 106 determination of "No Historic Properties Affected" on January 14, 2021 (Appendix D, pages 55-56).

Public Involvement:
 To meet the public involvement requirements of Section 106, a legal notice of FHWA's finding of "No Historic Properties Affected" was published in the *News-Banner*, with circulation in and around Bluffton, Indiana, on December 19, 2020, offering the public an opportunity to submit comment pursuant to 36 CFR 800.2(d), 800.3(e), and 800.6(a)(4). The public comment period closed 30 days later on January 20, 2021. No comments were received. The text of the public notice and the affidavit of publication appear in Appendix D, page 58.

Re-coordination with INDOT occurred after the scope of work changed, eliminating the bank stabilization component of the project. On February 25, 2021, INDOT Cultural Resources confirmed that the current finding of "No Historic Properties Affected" remains valid (Appendix D, pages 59-60).

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

	<u>Presence</u>	<u>Use</u>	
		Yes	No
Publicly owned park	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Publicly owned recreation area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (school, state/national forest, bikeway, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	<u>Evaluations Prepared</u>	<u>FHWA Approval date</u>
Programmatic Section 4(f)*	<input type="checkbox"/>	<input style="width: 100%;" type="text"/>
"De minimis" Impact*	<input type="checkbox"/>	
Individual Section 4(f)	<input type="checkbox"/>	

Wildlife & Waterfowl Refuges

	<u>Presence</u>	<u>Use</u>	
		Yes	No
National Wildlife Refuge	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
National Natural Landmark	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State Wildlife Area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State Nature Preserve	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	<u>Evaluations Prepared</u>	<u>FHWA Approval date</u>
Programmatic Section 4(f)*	<input type="checkbox"/>	<input style="width: 100%;" type="text"/>
"De minimis" Impact*	<input type="checkbox"/>	
Individual Section 4(f)	<input type="checkbox"/>	

Historic Properties

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

	<u>Evaluations Prepared</u>	<u>FHWA Approval date</u>
Programmatic Section 4(f)*	<input type="checkbox"/>	<input style="width: 100%;" type="text"/>
"De minimis" Impact*	<input type="checkbox"/>	
Individual Section 4(f)	<input type="checkbox"/>	

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*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 the 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 23, 2019, by HNTB, the aerial map of the project area (Appendix B, page 2), and the RFI report (Appendix E, page 7), there is one Section 4(f) resource located within the 0.5 mile search radius. Ouabache State Park is located adjacent to the project area on the north side of the Wabash River. Ouabache State Park is a 4(f) resource because it is a publicly owned recreation facility. The construction project is taking place on the other side of the river from the park, and no park land will be converted to a transportation use. Additionally, access to the park will be maintained at all times.

An early coordination letter was sent to the Property Manager of Ouabache State park on August 5, 2020. A response was received on August 8, 2020, indicating that there were no concerns regarding the project (Appendix C, page 25).

The project will not use this resource by acquiring permanent right of way and will not alter the environment in such a way as to constitute constructive use of this resource. 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 website at <https://www.lwcfcoalition.com/> revealed a total of 11 properties in Wells County (Appendix I, page 14). Ouabache State Park, located adjacent to the project area, is listed with seven LWCF grants. No right-of-way will be acquired from Ouabache State Park and no park land will be converted to non-recreational use. 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?

Is the project exempt from conformity?

If the project is NOT exempt from conformity, then:

Is the project in the Transportation Plan (TP)?

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

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Level of MSAT Analysis required?

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

Remarks:

This project is included in the Fiscal Year (FY) 2020-2024 Statewide Transportation Improvement Program (STIP) (Appendix H, pages 1-2).

This project is located in Wells County, which is currently in attainment for all criteria pollutants according to IDEM Office of Air Quality. Therefore, the conformity procedures of 40 CFR Part 93 do not apply.

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

SECTION F - NOISE

Noise

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

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

Regional, Community & Neighborhood Factors

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

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

Remarks:

The project is in a rural portion of Wells County, Indiana and will require the acquisition of 7.79 acres of new permanent right-of-way. The right-of-way acquisition is not anticipated to have a significant impact on tax base or property values.

SR 116 will be closed to accommodate construction activities. An official state detour route will be in place utilizing SR 1 and SR 218. It will be approximately 18.5 miles long and will add approximately 10 miles to a trip through the area. Community and economic impacts realized due to the project 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).

Per the Fairs and Festivals website (www.fairsandfestivals.net), accessed on November 10, 2020, there is an annual Street Fair held in September in Bluffton, Indiana, approximately 4 miles from the project area. In addition, the annual Wells County 4-H Fair is held in July in Bluffton. The MOT will utilize a detour that will facilitate traffic in the area. Therefore, there will be no impacts to the festivals.

Wells County has developed an Americans with Disabilities Act (ADA) transition plan. There are no sidewalks or trails within or adjacent to the construction limits. Therefore, the project is in compliance with the transition plan.

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Early coordination letters were sent to the Wells County Surveyor, the Wells County Sheriff, the Wells County Highway Department, the Wells County Board of County Commissioners, the Wells County Council, the Mayor of Bluffton, Bluffton-Harrison School District, the Area Plan Commission, and Ouabache State Park on February 3, 2020 (Appendix C, pages 1-3). The Wells County Sheriff responded on February 11, 2020, (Appendix C, page 9) and the Mayor of Bluffton responded on February 7, 2020 (Appendix C, page 7); both were in support of the project. The property manager of Ouabache State Park responded on August 8, 2020, indicating that he had no concerns regarding the project (Appendix C, page 25).

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 23, 2019, by HNTB, the aerial map of the project area (Appendix B, page 2), and the RFI report (Appendix E, page 2) there are three public facilities located within the 0.5 mile search radius. Ouabache State Park is located adjacent to the project area. The entrance to the park is via SR 201, and access to the park will not be impacted by the project. Access to all properties will be maintained during construction. Therefore, no impacts are expected.

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

Environmental Justice (EJ) (Presidential EO 12898)

During the development of the project were EJ issues identified?

Does the project require an EJ analysis?

If YES, then:

Are any EJ populations located within the project area?

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

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

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 the acquisition of 7.79 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, town, or township and is called the community of comparison (COC). In this project, the COC is Harrison Township, Wells County. The community that overlaps the project limits is called the affected community (AC). In this project, the AC is Census Tract 403 in Wells County, Indiana. 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 American Community Survey five-year estimates data (2018) was obtained from the US Census Bureau Website

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(<https://data.census.gov/>) on November 11, 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 five-year estimates data, 2013-2017)		
	COC – Harrison Township, Wells County, Indiana	AC – Census Tract 403, Wells County, Indiana
Percent Minority	7.60%	6.83%
125% of COC	9.50%	AC < 125% COC
EJ Population of Concern		No
Percent Low-Income	11.16%	4.22%
125% of COC	13.95%	AC < 125% COC
EJ Population of Concern		No

AC, Census Tract 403, has a percent minority of 6.83% which is below 50% and is below the 125% COC threshold. Therefore, AC-1 is not a minority population of EJ concern.

AC, Census Tract 403 has a percent low-income of 4.22% which is below 50% and is above the 125% COC threshold. Therefore, AC-1 is not a low-income population of EJ concern.

The census data sheets, map, and calculations can be found in Appendix I, pages 15-22. No further EJ analysis is warranted.

Relocation of People, Businesses or Farms

Will the proposed action result in the relocation of people, businesses or farms?

Is a Business Information Survey (BIS) required?

Is a Conceptual Stage Relocation Study (CSRS) required?

Has utility relocation coordination been initiated for this project?

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

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

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

Remarks:

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

Utility coordination was initiated by INDOT with local gas, electric, telecommunication, cable, and water utilities. Overhead and buried utilities are located within the vicinity of the project limits. Further utility coordination will occur prior to construction to determine any potential conflicts.

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SECTION H – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

Hazardous Materials & Regulated Substances (Mark all that apply)

Red Flag Investigation

Phase I Environmental Site Assessment (Phase I ESA)

Phase II Environmental Site Assessment (Phase II ESA)

Design/Specifications for Remediation required?

Documentation

X

	No	Yes/ Date
ES Review of Investigations		January 6, 2020

Include a summary of findings for each investigation.

Remarks:

Based on a review of GIS and available public records, an RFI was completed by HNTB and INDOT Environmental Services, Site Assessment & Management (SAM) concurred with the findings on January 6, 2020, (Appendix E, pages 1- 11). No sites with hazardous material concerns (hazmat sites) or sites involved with regulated substances were identified in or within 0.5 mile of the project area. Further investigation for hazardous material concerns or regulated substances is not required at this time.

The Wabash River is impaired for *E. coli*, nutrients, and PCBs. Workers who are working in or near water with *E. coli* should take care to wear appropriate PPE, observe proper hygiene procedures, including regular hand washing, and limit personal exposure. Concerning nutrient impairments, Best Management Practices (BMPs) will be used to avoid further degradation to the stream. Exposure to PCBs (and/or mercury) in fish tissue is considered low, assuming workers are not eating biota surrounding or associated with the water body. No disturbance of sediment and/or soils is anticipated. If the project scope changes and there will be sediment and/or soils disturbed by construction, then additional investigation may be necessary.

SECTION I – PERMITS CHECKLIST

Permits (mark all that apply)

Likely Required

Army Corps of Engineers (404/Section10 Permit)

Individual Permit (IP)	
Nationwide Permit (NWP)	X
Regional General Permit (RGP)	
Pre-Construction Notification (PCN)	
Other	
Wetland Mitigation required	
Stream Mitigation required	

IDEM

Section 401 WQC	X
Isolated Wetlands determination	
Rule 5	X
Other	
Wetland Mitigation required	
Stream Mitigation required	

IDNR

Construction in a Floodway	X
Navigable Waterway Permit	
Lake Preservation Permit	
Other	
Mitigation Required	

US Coast Guard Section 9 Bridge Permit

Others (Please discuss in the remarks box below)

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Remarks:

The project area is within a regulatory floodplain. According to the IDNR-DFW early coordination response letter dated March 4, 2020, formal approval is required for this project (Appendix C, pages 19-21). A CIF permit is anticipated for this project.

A USACE Section 404 Nationwide Permit (NWP) and an IDEM Section 401 Water Quality Certification (WQC) will likely be required due to impacts to UNT to UNT-1 and UNT-1 to the Wabash River. An IDEM Rule 5 permit will be required due to ground disturbance exceeding the threshold.

Applicable recommendations provided by IDEM and IDNR are included in the Environmental Commitments section of this document. If permits are found to be necessary, the conditions of the permits 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 ESD)
3. The Wabash River is impaired for E. coli, nutrients, and PCBs. Workers who are working in or near water with E. coli should take care to wear appropriate PPE, observe proper hygiene procedures, including regular hand washing, and limit personal exposure. Concerning nutrient impairments, Best Management Practices (BMPs) will be used to avoid further degradation to the stream. Exposure to PCBs (and/or mercury) in fish tissue is considered low, assuming workers are not eating biota surrounding or associated with the water body. No disturbance of sediment and/or soils is anticipated. If the project scope changes and there will be sediment and/or soils disturbed by construction, then additional investigation may be necessary. (INDOT Site Assessment & Management)
4. 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)
5. Tree Removal AMM 1: Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal. (USFWS)
6. Tree Removal AMM 2: Apply time of year restrictions (October 1 to March 31) for tree removal when bats are not likely to be present, or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/rail surface and outside of documented roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed. (USFWS)
7. Tree Removal AMM 3: Ensure tree removal is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits). (USFWS)
8. Tree Removal AMM 4: Do not remove documented Indiana bat or NLEB roosts that are still suitable for roosting, or trees within 0.25 miles of roosts, or documented foraging habitat any time of year. (USFWS)
9. Lighting AMM 1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)

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10. The portions of archeology site 12-We-0516 that lie outside the proposed project area should be clearly marked and must be avoided by all ground-disturbing project activities. (IDNR Division of Historic Preservation & Archaeology, Indiana State Historic Preservation Office)
- For Further Consideration:
1. Impacts to non-wetland forest of one (1) acre or more should be mitigated at a minimum 2:1 ratio. If less than one acre of non-wetland forest is removed in a rural setting, replacement should be at a 1:1 ratio based on area. (IDNR-DFW)
 2. Riprap must not be placed in the active thalweg channel or placed in the streambed in a manner that precludes fish or aquatic organism passage (riprap must not be placed above the existing streambed elevation). Riprap may be used only at the toe of the sideslopes up to the ordinary high water mark (OHWM). The banks above the OHWM must be restored, stabilized, and revegetated using geotextiles and a mixture of grasses, sedges, wildflowers, shrubs, and trees native to Eastern Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion. (IDNR-DFW)
 3. Do not cut any trees suitable for Indiana bat or Northern Long-eared bat roosting (greater than 3 inches dbh, living or dead) from April 1 through September 30. (IDNR-DFW)
 4. Do not construct temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumparounds. (IDNR-DFW)
 5. Use minimum average 6 inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids. (IDNR-DFW)
 6. Do not excavate in the low flow area except for the placement of piers, foundations, and riprap, or removal of the old structure. (IDNR-DFW)
 7. Native trees and shrubs should be planted in the slide area when it is repaired, rather than just placing riprap, in order for the repair site to blend in with the natural habitat values of Ouabache State Park. (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 February 3, 2020, with federal, state, and local agencies (Appendix C, pages 1 -3). An early coordination letter was sent to Ouabache State Park on August 2, 2020. 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
City of Bluffton Mayor	February 7, 2020
U.S. Fish and Wildlife Service	February 14, 2020
Indiana Department of Natural Resources, Division of Fish and Wildlife	March 4, 2020
Natural Resources Conservation Service	February 12, 2020
Wells County Sheriff	February 11, 2020
Ouabache State Park	August 8, 2020

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Indiana Department of Transportation, Office of Public Involvement	February 5, 2020
Indiana Department of Transportation, Fort Wayne District Environmental	February 10, 2020
USACE Environmental Analysis Branch, Louisville District	No Response
Wells County Surveyor	No Response
Wells County Highway Department	No Response
Wells County Commissioners	No Response
Wells County Council	No Response
Bluffton-Harrison School District	No Response
Wells County Emergency Management	No Response
Area Plan Commission/Floodplain Administrator	No Response
Northeastern Indiana Regional Coordinating Council	No Response
Indiana Department of Natural Resources, Division of Oil and Gas	No Response

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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.

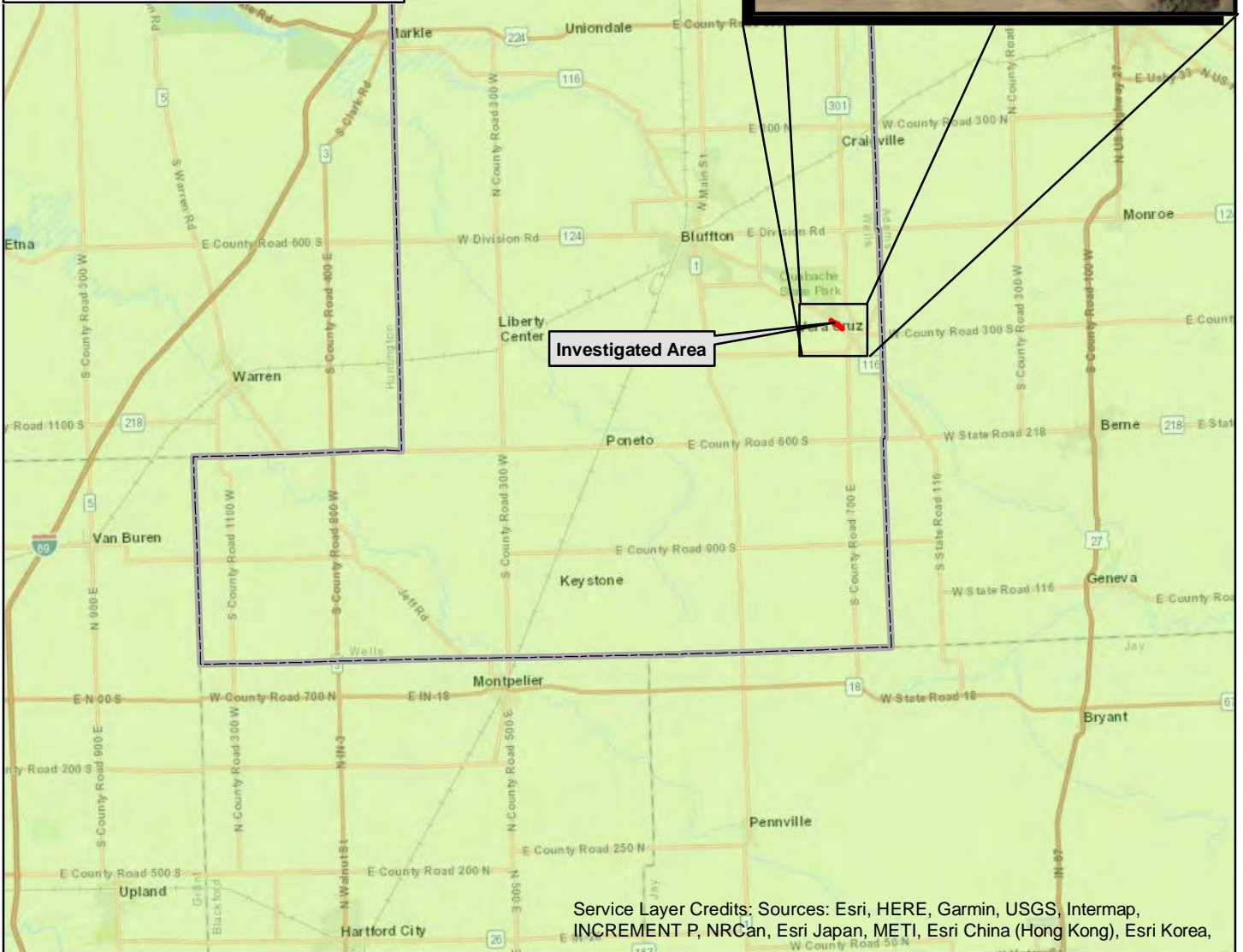
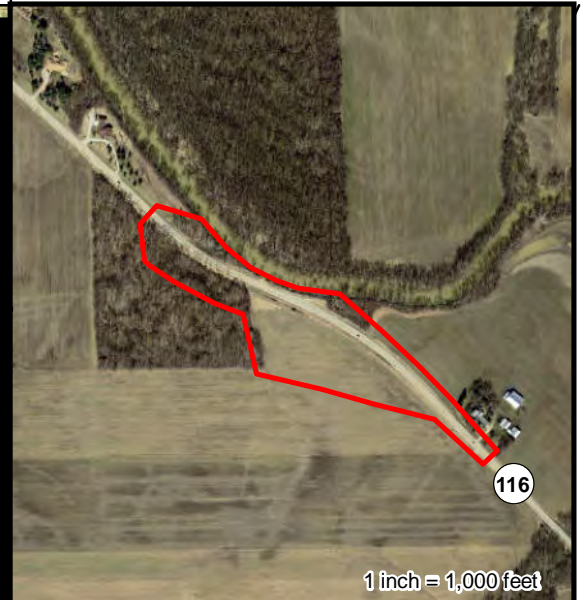
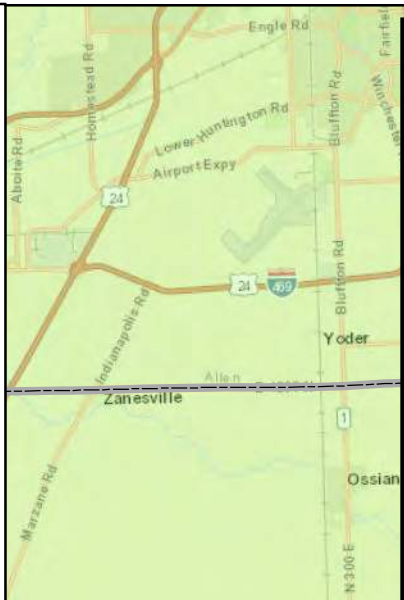
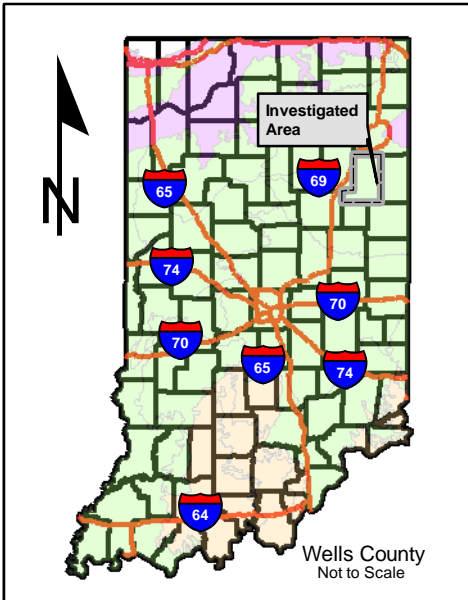
⁵AMMs determined by the IPAC decision key to be needed that are listed in the USFWS *User's Guide for the Range-wide Programmatic Consultation for Indiana bat and Northern long-eared bat* as “required for all projects”.

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





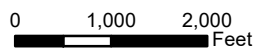
Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea,

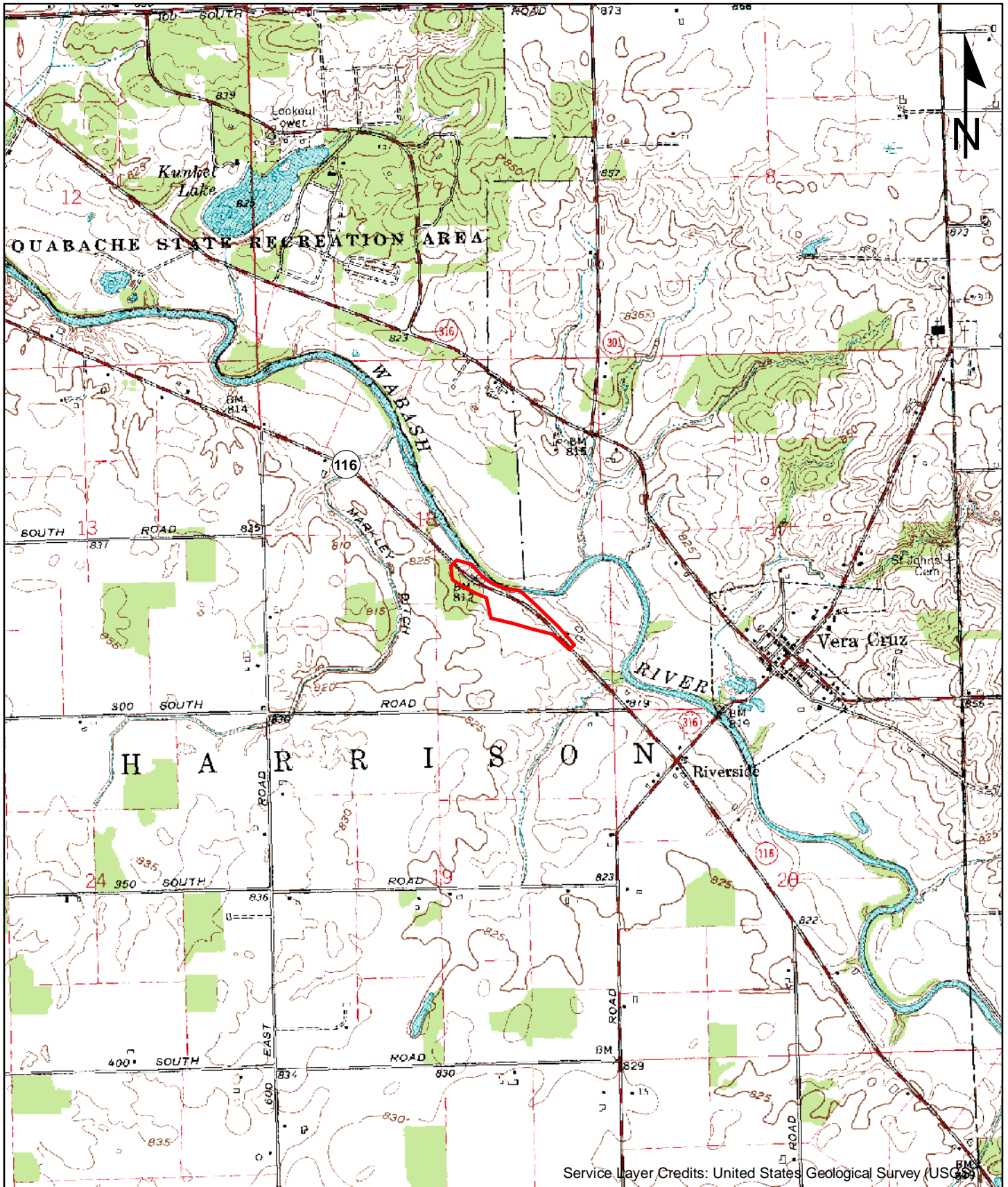
Investigated Area	NRCS Land Resource Regions
Wells County	Northeast and Northcentral
	Midwest
	Eastern Mountains and Piedmont

Project Location	
SR 116 Curve Correction Wells County, Indiana	
Des. No. 1800222	 Graphics created by HNTB Corporation (2020)
1 inch = 5 miles	



 Project Area	Project Area Aerial SR 116 Curve Correction Wells County, Indiana	
	Des. No. 1800222 1 inch = 2,000 feet	 Graphics created by HNTB Corporation (2019)





Service Layer Credits: United States Geological Survey (USGS)

Investigated Area

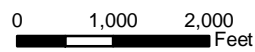
USGS (1:24,000 scale) Linn Grove Quad Topographic Map
 SR 116
 Curve Correction
 Wells County, Indiana

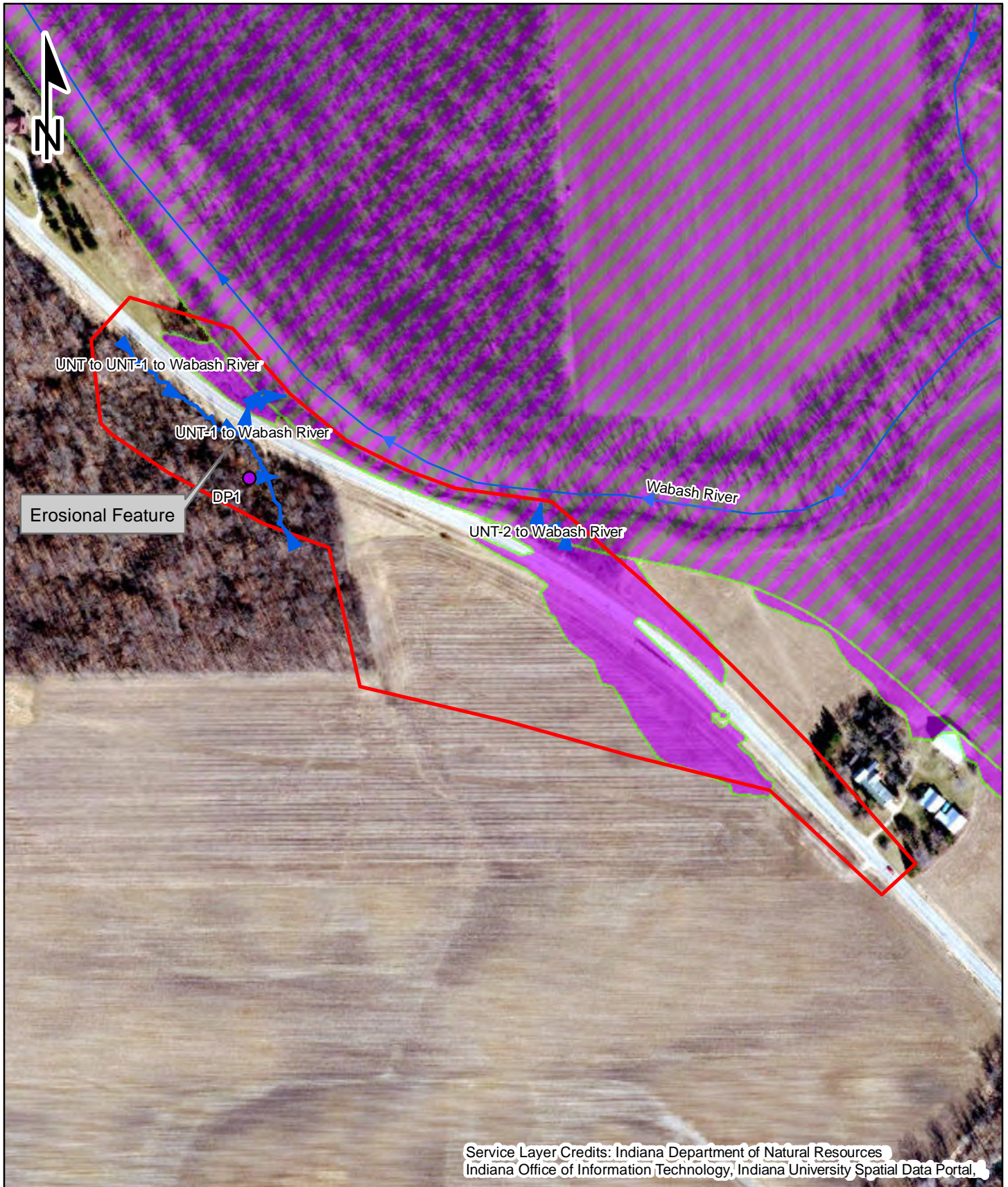
Des. No. 1800222


1 inch = 2,000 feet

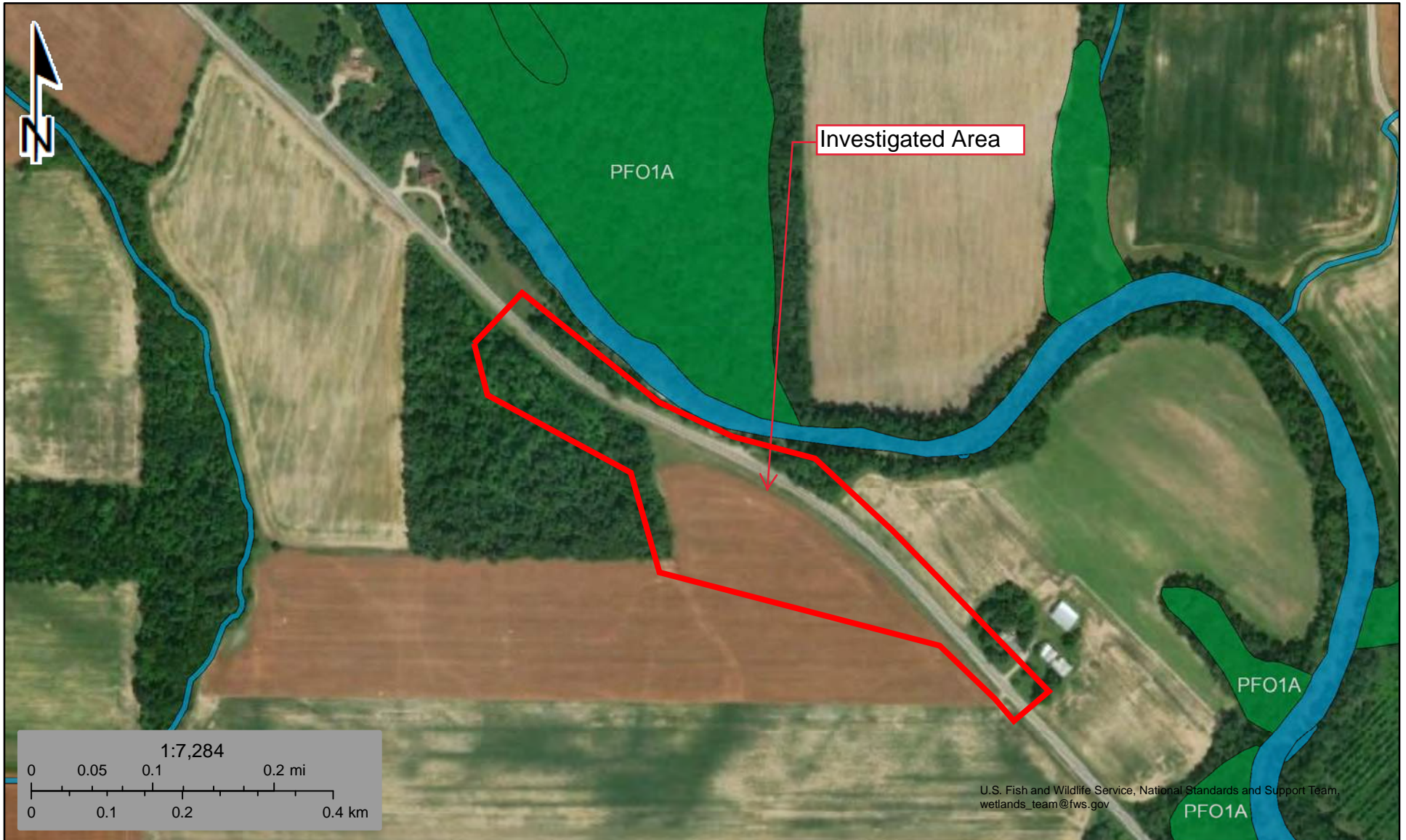


Graphics created by HNTB Corporation (2020)












<ul style="list-style-type: none"> Investigated Area ● Data Point ▶▶▶ Stream 	<ul style="list-style-type: none"> Photo Location DNR Approximate Floodway DNR Approximate Fringe 	Water Resources Map SR 116 Curve Correction Wells County, Indiana	
		Des. No. 1800222 1 inch = 300 feet	 Graphics created by HNTB Corporation (2020)



November 11, 2019

Wetlands

- | | | |
|--|---|--|
|  Estuarine and Marine Deepwater |  Freshwater Emergent Wetland |  Lake |
|  Estuarine and Marine Wetland |  Freshwater Forested/Shrub Wetland |  Other |
| |  Freshwater Pond |  Riverine |

Des No 1800222

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

National Wetlands Inventory (NWI)
This page was produced by the NWI mapper



<p> Investigated Area</p> <p>● Data Point</p>	<p> Photo Location</p>	<p>Photo Location Map</p> <p>SR 116</p> <p>Curve Correction</p> <p>Wells County, Indiana</p>	
<p>0 150 300</p> <p>Feet</p>		<p>Des. No. 1800222</p>	<p>HNTB</p> <p>Graphics created by HNTB Corporation (2020)</p>
		<p>1 inch = 300 feet</p>	



1. Looking southeast at UNT-1 to Wabash River



2. Looking north at erosion feature



3. Looking northwest up UNT to UNT-1 to Wabash River



4. Looking east, note UNT to UNT-1 to Wabash River



5. Looking east, note UNT to UNT-1 to Wabash River



6. Looking east at surrounding upland wooded area



7. Looking north toward SR 116 in upland wooded area



8. Looking north toward SR 116 note UNT-1 to Wabash River



9. Looking north down UNT-1 to Wabash River



10. Looking north at SR 116 along upland wooded area



11. Looking northeast toward SR 116 slide



12. Looking north toward SR 116



13. Looking northeast towards SR 116



14. Looking northeast toward SR 116



15. Looking northwest toward SR 116 slide



16. Looking northwest along roadside SR 116



17. Looking north along roadside SR 116



18. Looking southeast along roadside SR 116



19. Looking northwest along roadside SR 116



20. Looking southeast along roadside SR 116



21. Looking northwest along roadside SR 116



22. Looking west along roadside SR 116



23. Looking west along roadside SR 116



24. Looking west at UNT-2 to Wabash River



25. Looking north at UNT-2 to Wabash River



26. Looking south up UNT-2 to Wabash River



27. Looking east along roadside SR 16



28. Looking west along roadside SR 116



29. Looking west from roadside SR 116



30. Looking east at SR 116 slide and Wabash River



31. Looking northwest at Wabash River and SR 116 slide



32. Looking west along roadside SR 116



33. Looking west at UNT-1 to Wabash River



34. Looking east down UNT-1 to Wabash River



35. Looking west from upland area toward SR 116



36. Looking southeast along roadside SR 116



37. Looking southeast along roadside SR 116



38. Looking southeast along roadside SR 116



39. Looking east along roadside SR 116



40. Looking east along roadside SR 116, note UNT to UNT-1 to Wabash River
Des No 1800222 Appendix B, Page 26 of 39



41. Looking southeast along roadside SR 116



42. Looking south at field and upland wooded area



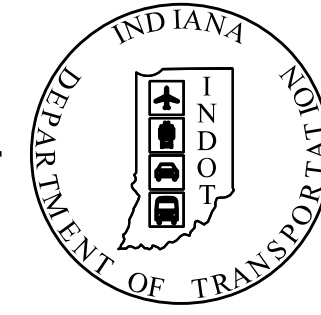
43. Looking northwest along roadside SR 116



44. Looking northwest along roadside SR 116

PROJECT	DESIGNATION
1800222	1800222
CONTRACT	
R-41553	

INDIANA DEPARTMENT OF TRANSPORTATION



ROAD PLANS

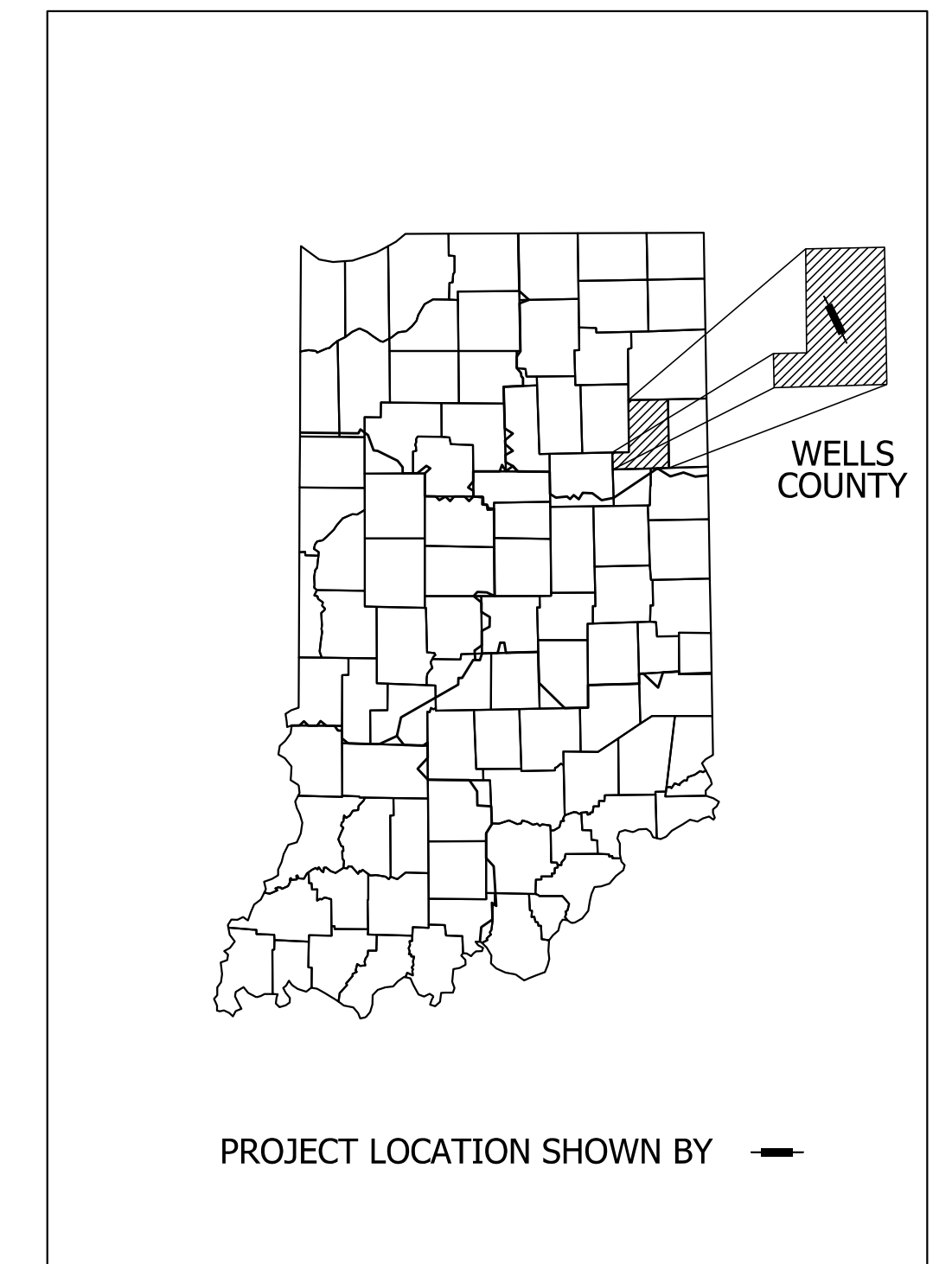
Please note that tree clearing will be shown on final plans.

ROUTE: S.R. 116 FROM: RP 18+70 TO: RP 19+12

PROJECT NO. 1800222 P.E. 1800222 R/W 1800222 CONST.

PROJECT DESCRIPTION
REALIGNMENT OF SR 116 ROADWAY SECTION FROM 4.08 MILES TO 4.52 MILES EAST OF SR 1 LOCATED IN SECTION 18, T-26, R-13, HARRISON TOWNSHIP, WELLS COUNTY, INDIANA.

TRAFFIC DATA S.R. 116		
A.A.D.T.	(2023)	2,076 V.P.D.
A.A.D.T.	(2043)	2,503 V.P.D.
D.H.V		228 V.P.H.
DIRECTIONAL DISTRIBUTION		49.20%
TRUCKS		4.07% A.A.D.T.
TRUCKS		6.09% D.H.V.
DESIGN DATA S.R. 116		
DESIGN SPEED		55 MPH
PROJECT DESIGN CRITERIA		3R (NON-FREEWAY)
FUNCTIONAL CLASSIFICATION		STATE COLLECTOR
RURAL/URBAN		RURAL
TERRAIN		LEVEL
ACCESS CONTROL		NONE



LATITUDE: 40°42'12" N LONGITUDE: 85°05'40" W

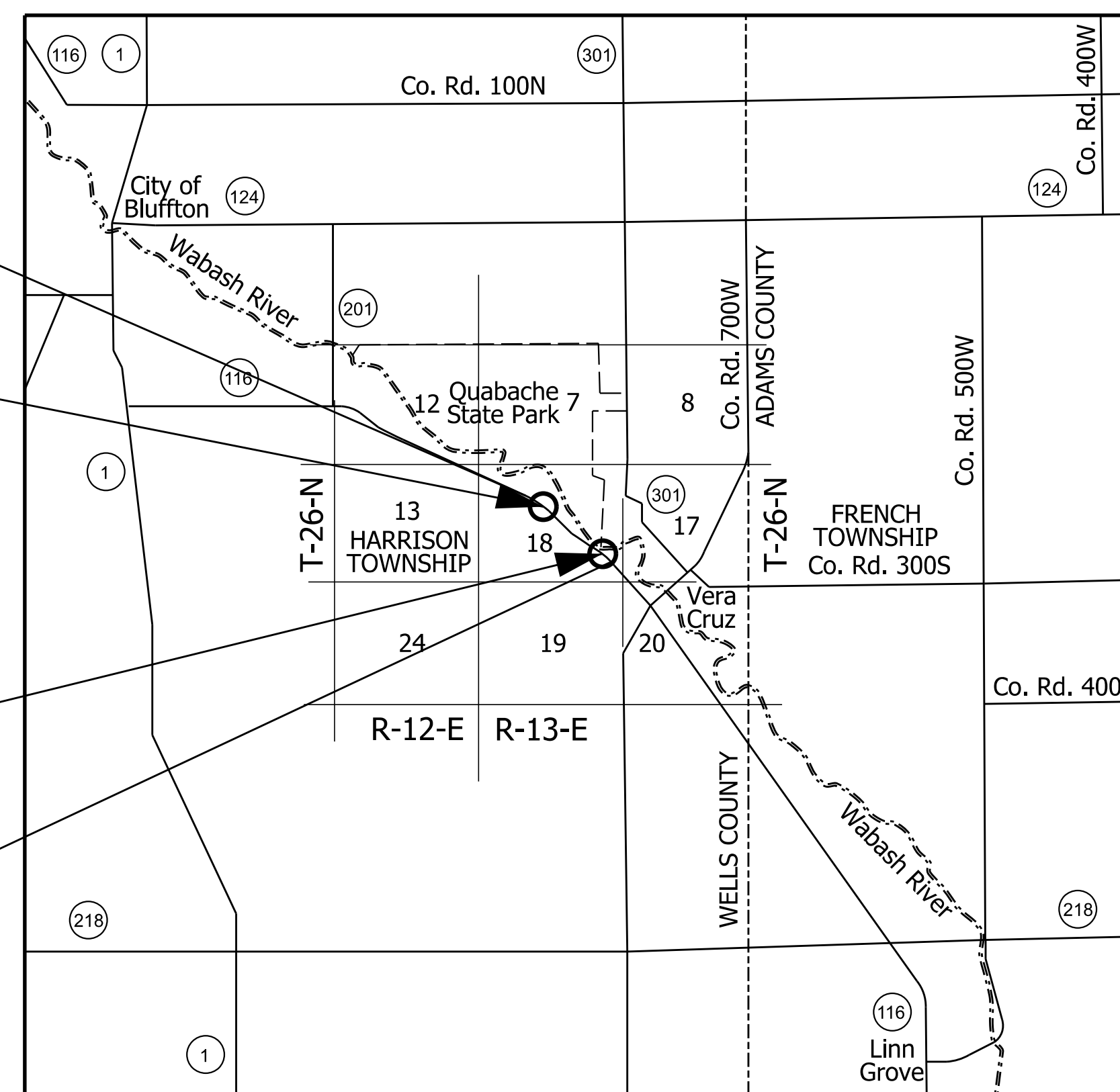
HYDROLOGIC UNIT CODE: 05120101060040

GROSS LENGTH: 0.44 MI.
NET LENGTH: 0.44 MI.
MAX. GRADE: 1.25 %

BEGIN INCIDENTAL CONSTRUCTION
PROJECT NO. 1800222
STA. 245+24.00
LINE "PR-A"
BEGIN PROJECT
PROJECT NO. 1800222
STA. 246+24.00
LINE "PR-A"

END PROJECT
PROJECT NO. 1800222
STA. 268+45.00
LINE "PR-A"

END INCIDENTAL CONSTRUCTION
PROJECT NO. 1800222
STA. 269+45.00
LINE "PR-A"



LOCATION MAP
HARRISON TOWNSHIP,
WELLS COUNTY

INDIANA DEPARTMENT OF TRANSPORTATION
STANDARD SPECIFICATIONS DATED 2020
TO BE USED WITH THESE PLANS



HNTB CORPORATION
THE HNTB COMPANIES
INFRASTRUCTURE SOLUTIONS
111 MONUMENT CIRCLE
SUITE 1200
INDIANAPOLIS, IN 46204

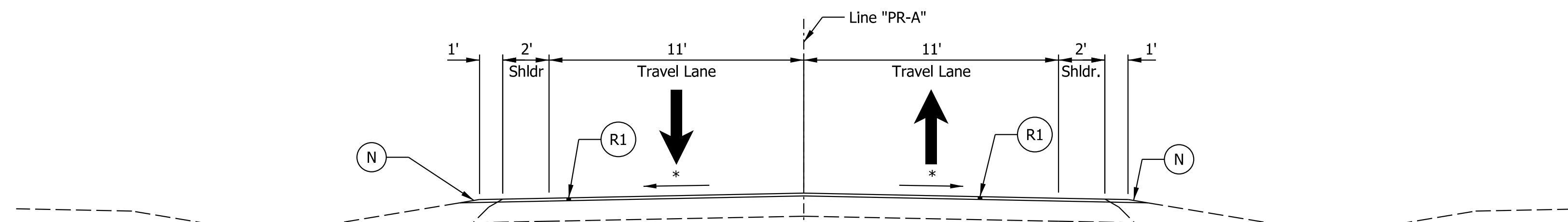
DRAFT
NOT FOR CONSTRUCTION

PLANS PREPARED BY: HNTB INDIANA, INC. (317) 636-4682 PHONE NUMBER
CERTIFIED BY: _____ DATE
APPROVED FOR LETTING: _____ DATE
INDIANA DEPARTMENT OF TRANSPORTATION

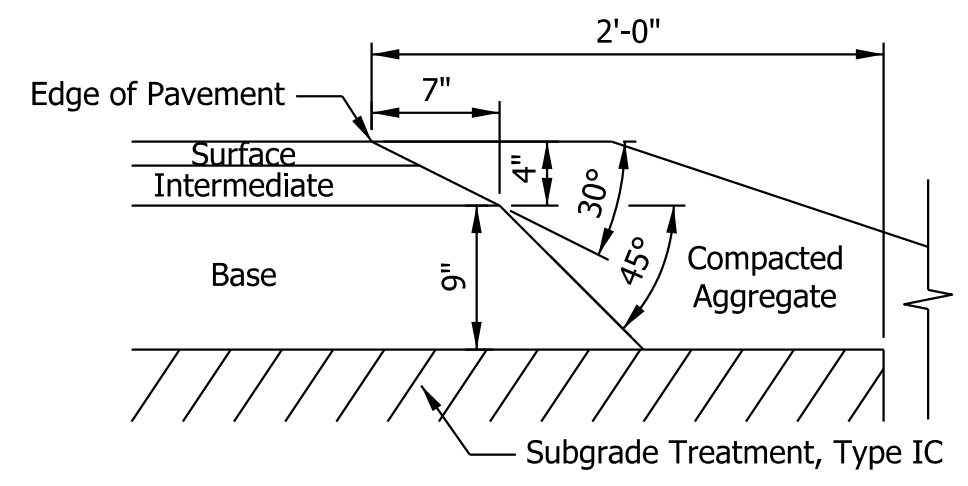
TITLE SHEET

BRIDGE FILE		
N/A		
DESIGNATION		
1800222		
SURVEY BOOK	SHEETS	COV-01
ELECTRONIC	1 of 40	
CONTRACT	PROJECT	
R-41553	1800222	

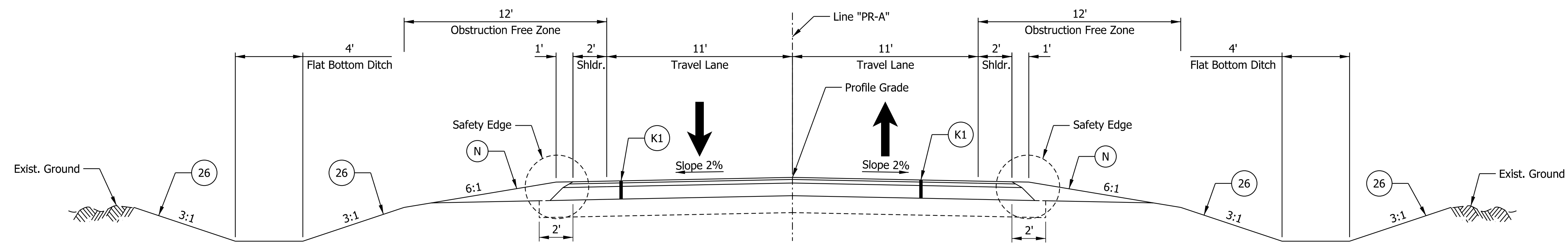
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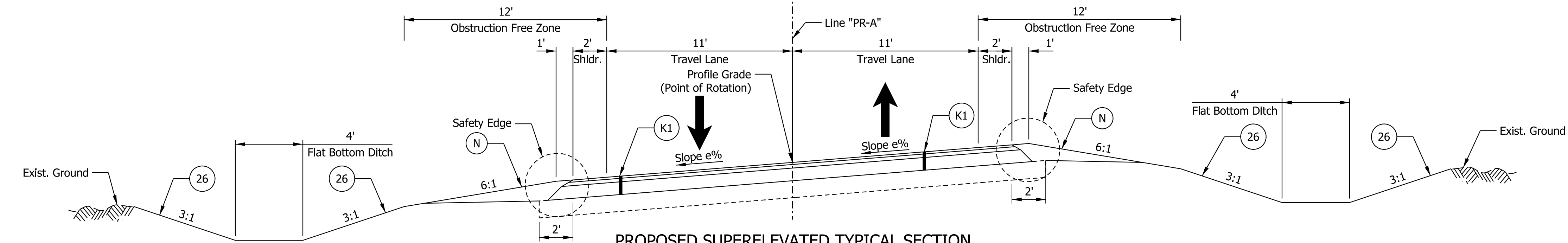
PROPOSED INCIDENTAL CONSTRUCTION
 Sta. 245+24.00 to Sta. 246+24.00 "PR-A"
 Sta. 268+45.00 to Sta. 269+45.00 "PR-A"



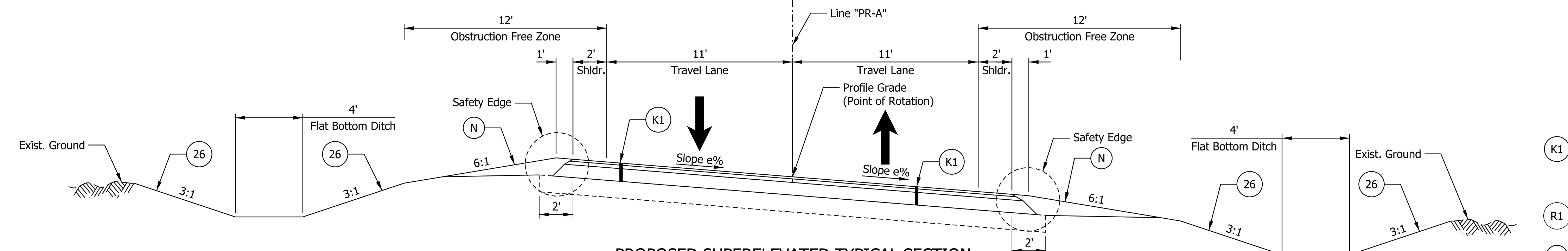
SAFETY EDGE DETAIL
 Not to Scale



PROPOSED TANGENT TYPICAL SECTION
 Sta. 246+24.00 to Sta. 248+58.00 "PR-A"
 Sta. 268+22.00 to Sta. 268+45.00 "PR-A"



PROPOSED SUPERELEVATED TYPICAL SECTION
 Sta. 248+58.00 to Sta. 258+05.00 "PR-A" (e_{max} = 5.93%)



PROPOSED SUPERELEVATED TYPICAL SECTION
 Sta. 258+05.00 to Sta. 268+22.00 "PR-A" (e_{max} = 5.93%)

Note to Reviewer:
 Pavement Design is pending.

LEGEND

- (K1) 165 #/Sys. QC/QA-HMA 2, 64, Surface, 9.5mm, on 275 #/Sys. QC/QA-HMA 3, 64, Intermediate, 12.5mm, on 990 #/Sys. QC/QA-HMA 3, 64, Base, 19.0mm, on Subgrade Treatment, Type IC
- (R1) 165 #/Sys. QC/QA-HMA 2, 64, Surface, 9.5mm, on Milling, Asphalt, 1.5 In.
- (N) Compacted Aggregate, No. 53, Variable Depth (13 In. at Full Depth Pavement Edge)
- (26) Seed Mixture, R on Mulching Material
- * Match Existing

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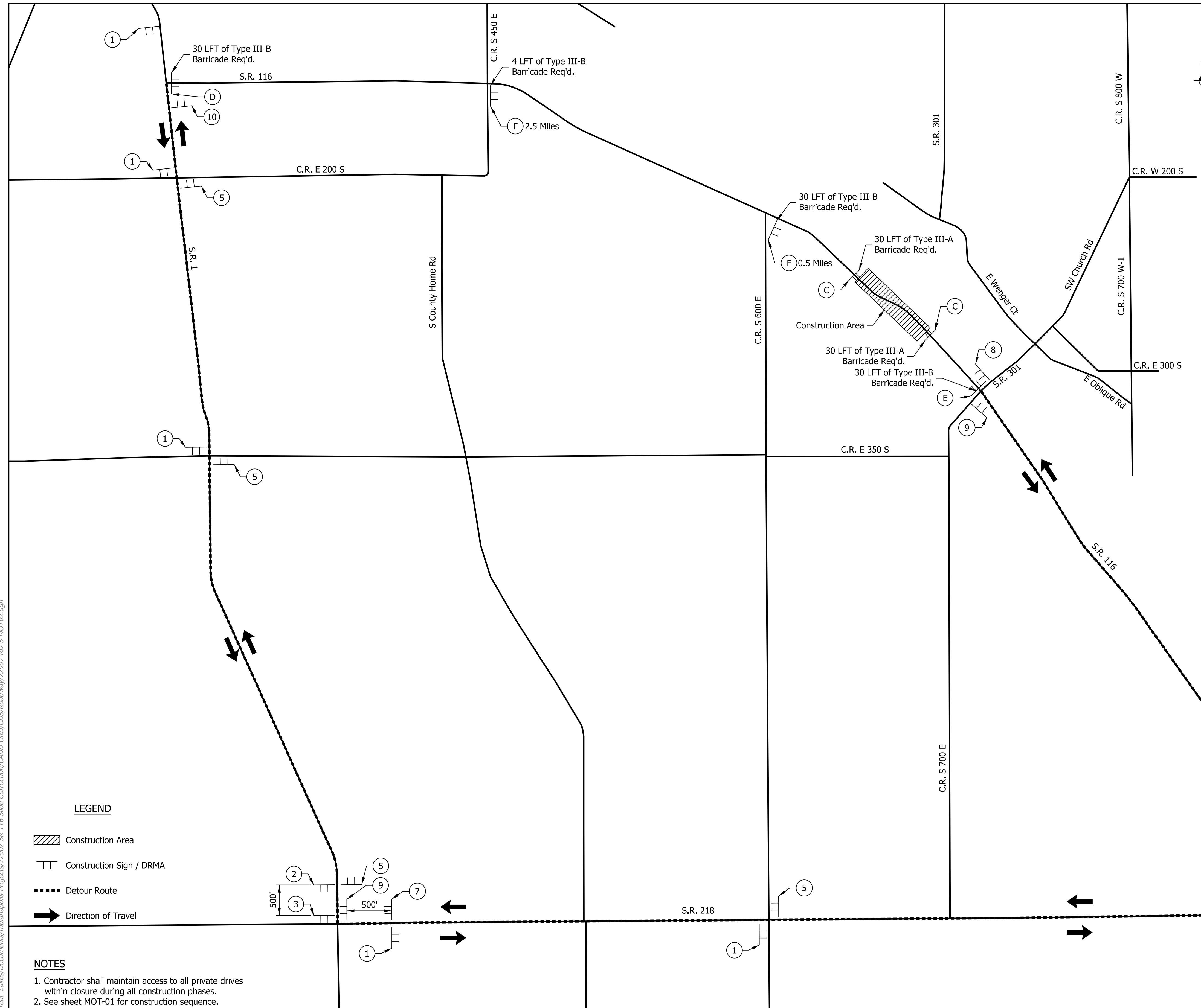
DRAFT
 NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: _____ CFS _____	DRAWN: _____ CFS _____	
CHECKED: _____ DLG _____	CHECKED: _____ DLG _____	

INDIANA DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

HORIZONTAL SCALE	BRIDGE FILE
1/2" = 1'-0"	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800222
SURVEY BOOK	SHEETS TS-01
ELECTRONIC	3 of 40
CONTRACT	PROJECT
R-41553	1800222



SIGN LEGEND

MAINTENANCE OF TRAFFIC QUANTITIES PHASE 2 DETOUR

Construction Sign, Type A	2	Each
Detour Route Marker Assembly	23	Each
Road Closure Sign Assembly	7	Each
Type III-A Barricade	60	Lft.
Type III-B Barricade	124	Lft.

LEGEND

- Construction Area
- Construction Sign / DRMA
- Detour Route
- Direction of Travel

NOTES

- Contractor shall maintain access to all private drives within closure during all construction phases.
- See sheet MOT-01 for construction sequence.

DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: _____ CFS _____	DRAWN: _____ CFS _____	
CHECKED: _____ MDS _____	CHECKED: _____ MDS _____	

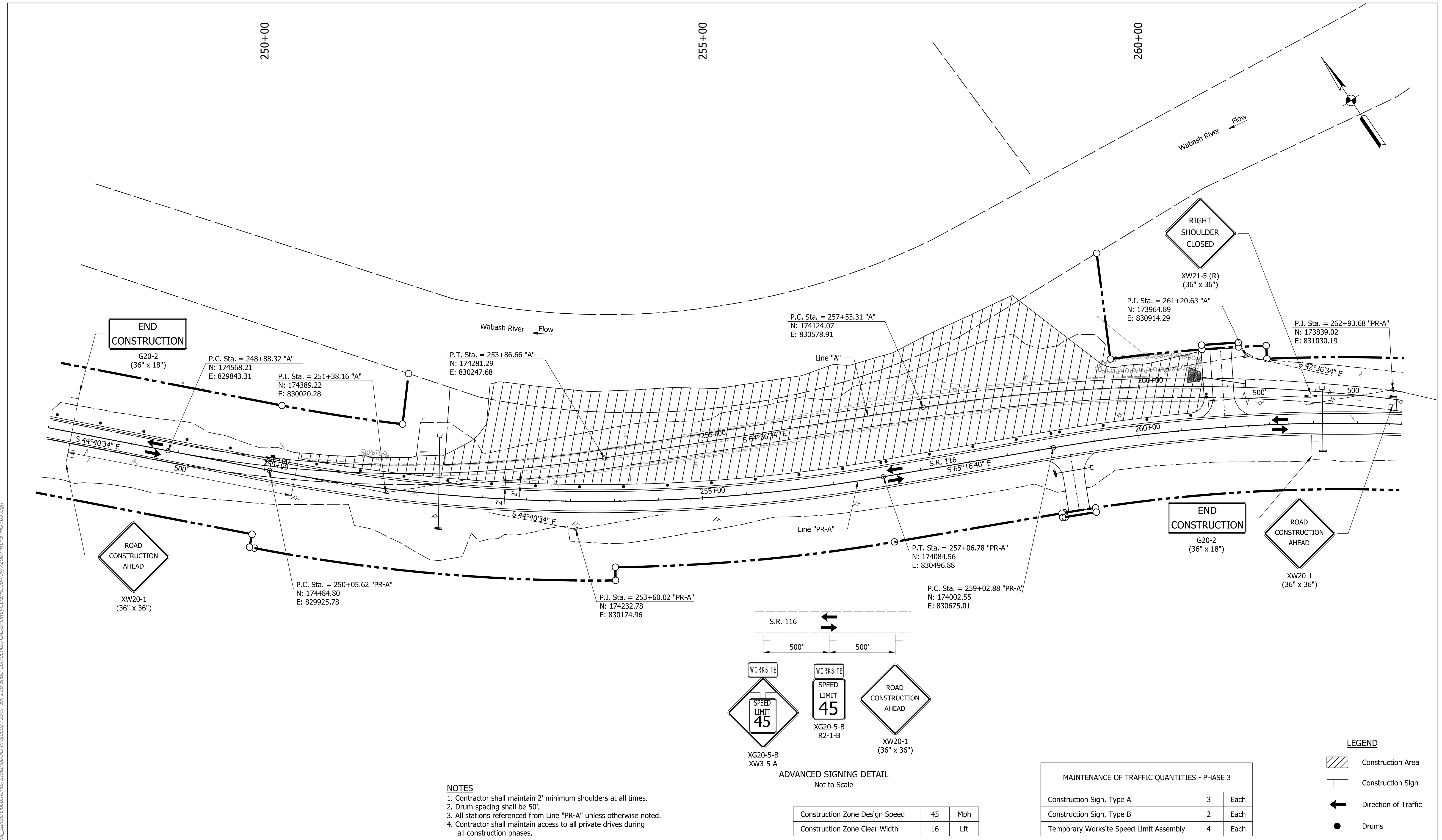
INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 2
DETOUR PLAN

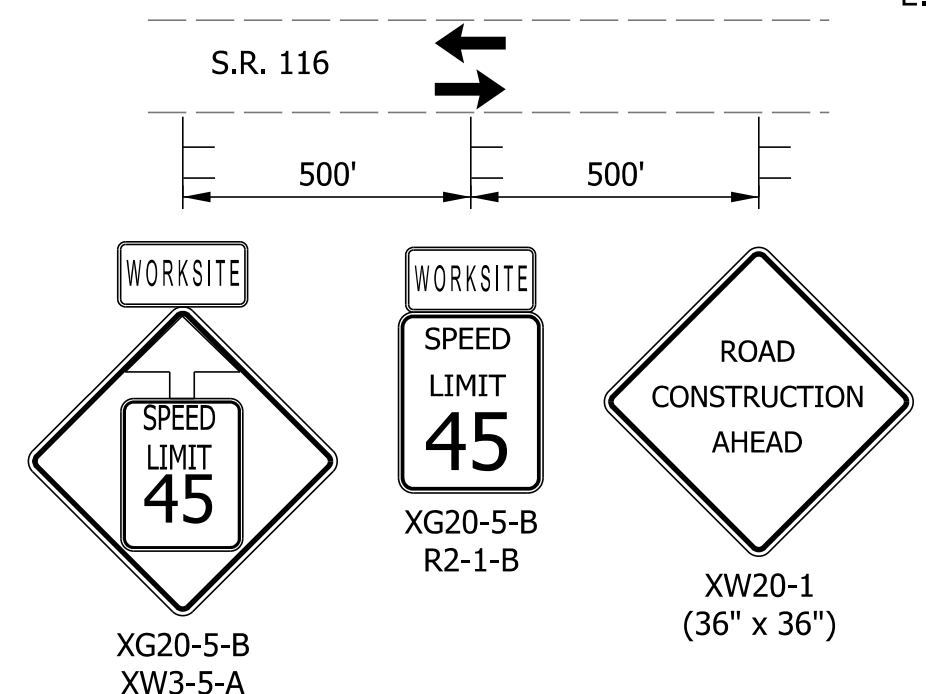
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VERTICAL SCALE	DESIGNATION
N/A	1800222
SURVEY BOOK	SHEETS MOT-02
ELECTRONIC	7 of 40
CONTRACT	PROJECT
R-41553	1800222

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- NOTES**
1. Contractor shall maintain 2' minimum shoulders at all times.
 2. Drum spacing shall be 50'.
 3. All stations referenced from Line "PR-A" unless otherwise noted.
 4. Contractor shall maintain access to all private drives during all construction phases.



ADVANCED SIGNING DETAIL
Not to Scale

Construction Zone Design Speed	45	Mph
Construction Zone Clear Width	16	Lft

MAINTENANCE OF TRAFFIC QUANTITIES - PHASE 3

Construction Sign, Type A	3	Each
Construction Sign, Type B	2	Each
Temporary Worksite Speed Limit Assembly	4	Each

LEGEND

- Construction Area
- Construction Sign
- Direction of Traffic
- Drums

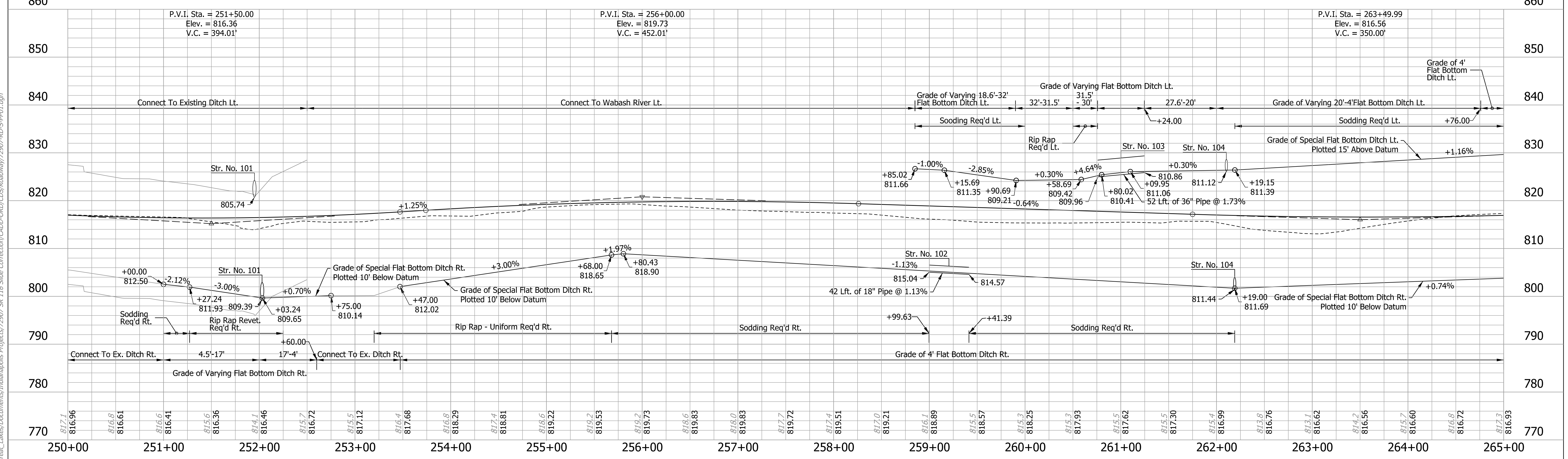
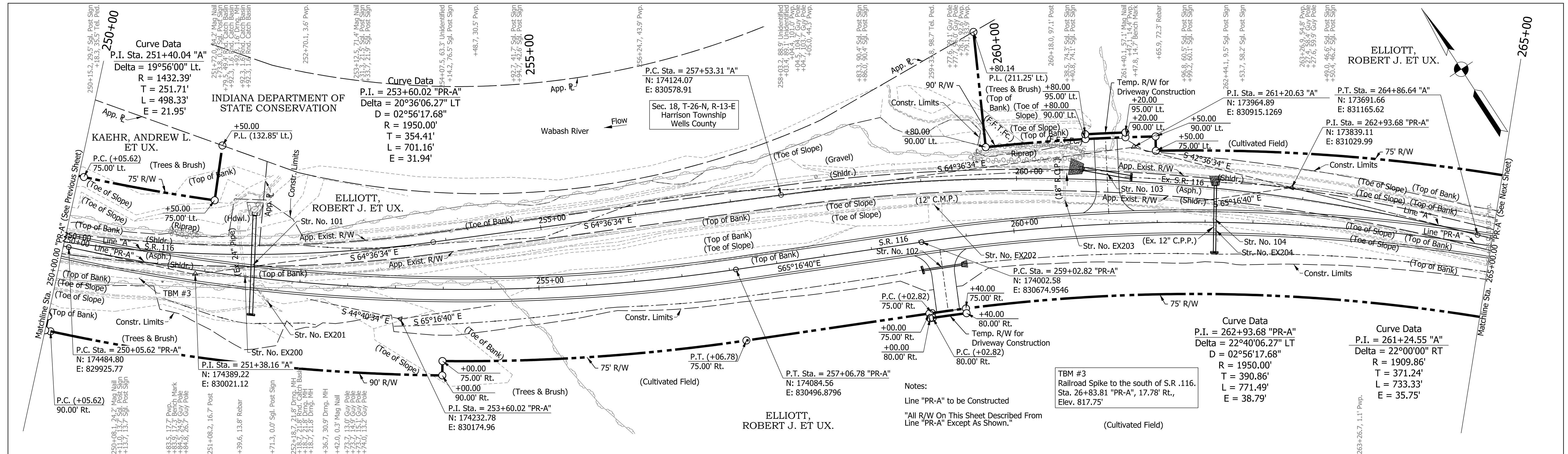
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 NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: _____ CFS	DRAWN: _____ CFS	
CHECKED: _____ MDS	CHECKED: _____ MDS	

INDIANA
 DEPARTMENT OF TRANSPORTATION

 MAINTENANCE OF TRAFFIC
 PHASE 3
 LINE "PR-A"

HORIZONTAL SCALE	BRIDGE FILE
1"=50'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800222
SURVEY BOOK	SHEETS MOT-03
ELECTRONIC	8 of 40
CONTRACT	PROJECT
R-41553	1800222



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 NOT FOR CONSTRUCTION

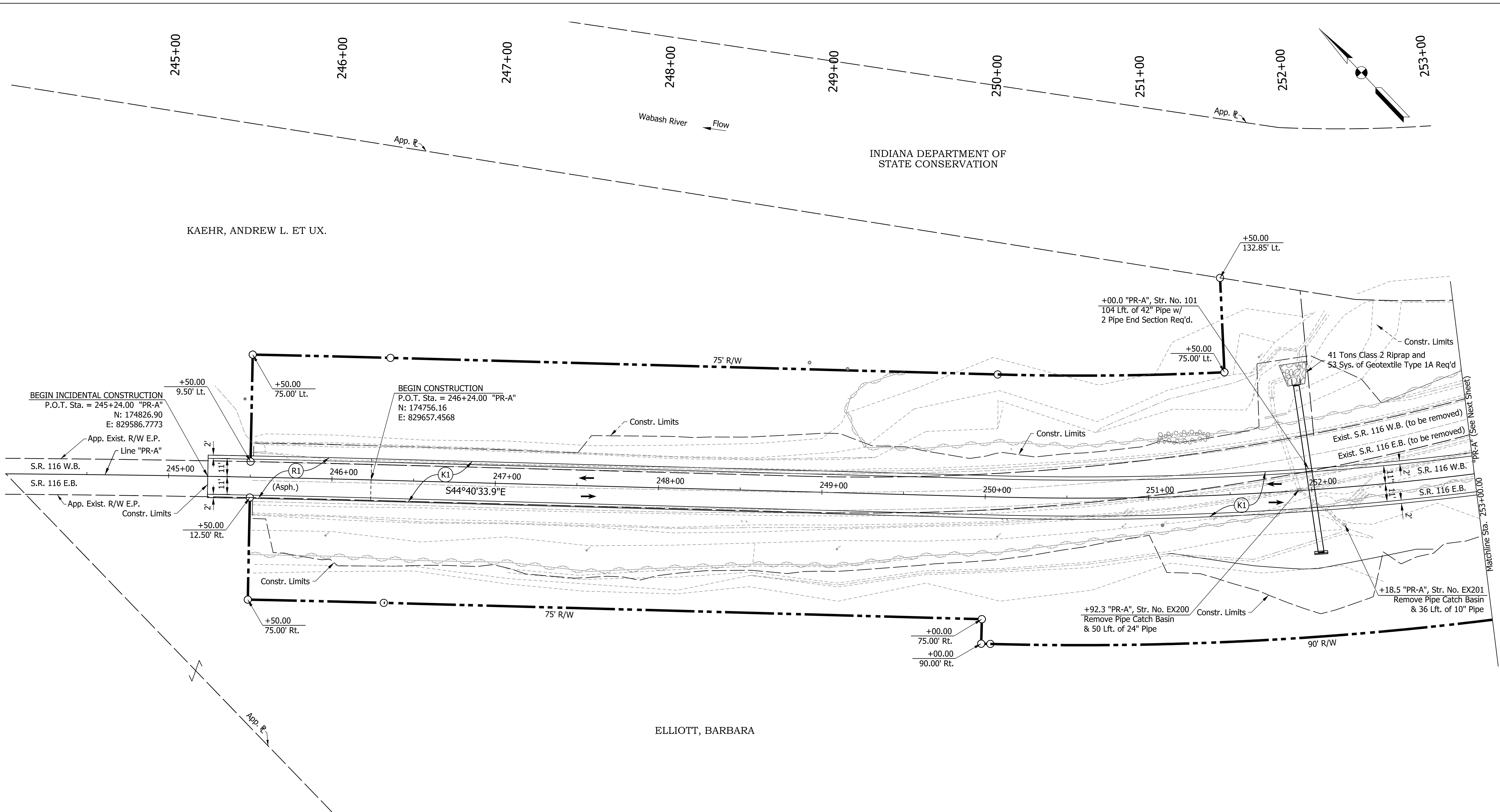
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: MDS	DRAWN: MDS	
CHECKED: DLG	CHECKED: DLG	

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE LINE "PR-A"

HORIZONTAL SCALE	BRIDGE FILE	
1"=50'	N/A	
VERTICAL SCALE	DESIGNATION	
1"=5'	1800222	
SURVEY BOOK	SHEETS	PP-02
ELECTRONIC	10	of 40
CONTRACT	PROJECT	
R-41553	1800222	

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Note:
 Line "PR-A" to be Constructed.
 "All R/W On This Sheet Described From
 Line "PR-A" Except As Shown."
 Perpetuate Existing Field Tiles from Sta. 255+25 to
 Sta. 265+25 "PR-A" Using 10 Lft. of 12" Pipe and 10 Lft.
 of 12" Drain Tile Terminal Sections Spaced at 50 Lft. Spacing.

Sec. 18, T-26-N, R-13-E
 Harrison Township
 Wells County

NOTE TO REVIEWER:
 Detail sheet for bank stabilization
 rip rap to be provided in future submittal

- LEGEND**
- (K1) 165 #/Sys. QC/QA-HMA 2, 64, Surface 9.5mm, on 275 #/Sys. QC/QA-HMA 3, 64, Intermediate, 12.5mm, on 990 #/Sys. QC/QA-HMA 3, 64, Base, 19.0mm, on Subgrade Treatment, Type IC
 - (R1) 165 #/Sys. QC/QA-HMA 2, 64, Surface 9.5mm, on Milling, Asphalt, 1.5 In.

DRAFT
 NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: _____ MDS _____	DRAWN: _____ MDS _____	
CHECKED: _____ DLG _____	CHECKED: _____ DLG _____	

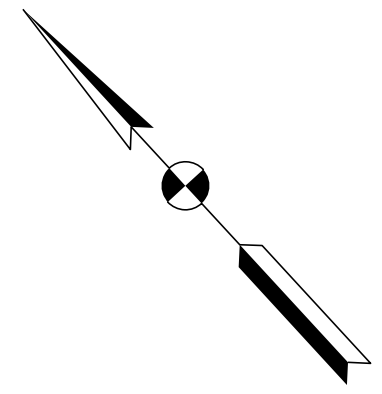
INDIANA
 DEPARTMENT OF TRANSPORTATION

 CONSTRUCTION DETAILS
 LINE "PR-A"

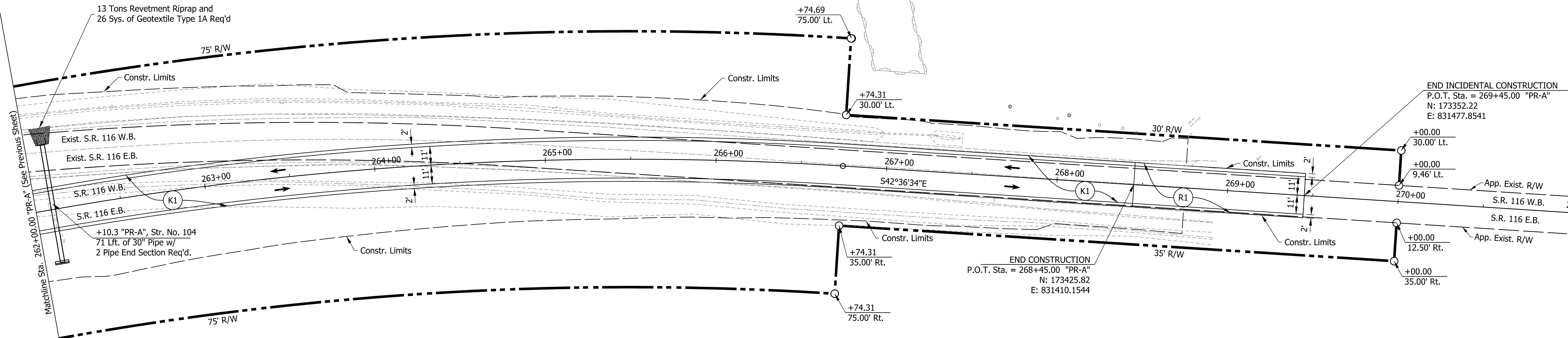
HORIZONTAL SCALE	BRIDGE FILE
1"=30'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800222
SURVEY BOOK	SHEETS CD-01
ELECTRONIC	14 of 40
CONTRACT	PROJECT
R-41553	1800222

262+00 263+00 264+00 265+00 266+00 267+00 268+00 269+00 270+00 271+00

Sec. 18, T-26-N, R-13-E
Harrison Township
Wells County



ELLIOTT, BARBARA



ELLIOTT, BARBARA

Note:
Line "PR-A" to be Constructed.
"All R/W On This Sheet Described From Line "PR-A" Except As Shown."
Perpetuate Existing Field Tiles from Sta. 255+25 to Sta. 265+25 "PR-A" Using 10 Lft. of 12" Pipe and 10 Lft. of 12" Drain Tile Terminal Sections Spaced at 50 Lft. Spacing.

- LEGEND
- (K1) 165 #/Sys. QC/QA-HMA 2, 64, Surface 9.5mm, on 275 #/Sys. QC/QA-HMA 3, 64, Intermediate, 12.5mm, on 990 #/Sys. QC/QA-HMA 3, 64, Base, 19.0mm, on Subgrade Treatment, Type IC
 - (R1) 165 #/Sys. QC/QA-HMA 2, 64, Surface 9.5mm, on Milling, Asphalt, 1.5 In.

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DRAFT
 NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: _____ MDS _____	DRAWN: _____ MDS _____	
CHECKED: _____ DLG _____	CHECKED: _____ DLG _____	

INDIANA
 DEPARTMENT OF TRANSPORTATION

 CONSTRUCTION DETAILS
 LINE "PR-A"

HORIZONTAL SCALE	BRIDGE FILE
1"=30'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800222
SURVEY BOOK	SHEETS CD-03
ELECTRONIC	16 of 40
CONTRACT	PROJECT
R-41553	1800222

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STRUCTURE DATA																																										
STRUCTURE NUMBER	LOCATION					PIPE TYPE	DESCRIPTION MANHOLE, INLET, CATCH BASIN, OR SPECIALTY STRUCTURE	LENGTH LFT	SKEW	INVERT				SERVICE LIFE YRS.	SITE DESIGNATION	pH	BACKFILL METHOD	STRUCTURE BACKFILL CYS	TYPE	SLOTTED DRAIN LFT	GEOTEXTILES SYS	TYPE	REVTMENT RIPRAP TON	RIPRAP CLASS 1 TON	RIPRAP CLASS 2 TON	UNIFORM RIPRAP TON	VIDEO INSPECTION LFT	PIPE END SECTION EA.	GRADED BOX END SECTION			SAFTEY METAL END SECTION		CONNECT TO STR.	REMARKS							
	STATION	LEFT	RIGHT	CROSS	OFFSET					SIZE INCHES	COVER FT	UP STREAM ELEV.	DOWN STREAM ELEV.																TYPE	REVTMENT RIPRAP TON	RIPRAP CLASS 1 TON	RIPRAP CLASS 2 TON	UNIFORM RIPRAP TON			VIDEO INSPECTION LFT	PIPE END SECTION EA.	TYPE	SLOPE	EA.	SLOPE	EA.
	Line "PR-A"																																									
101	252+00			x	42	1	PIPE, TYPE 1	104		5.40	809.39	805.74	50	N	7	1	168	1		53.0	1A			41.0			2							Str Sumped 3"								
102	259+21		x		29.16	3	DRIVEWAY CULVERT	42		0.98	815.04	814.57	50	N	7	2	7	1		13.0	1A	5.0					2							Str Sumped 3"								
103	261+00	x			53.31	3	DRIVEWAY CULVERT	52		2.76	810.86	809.96	50	N	7	2	25	1		38.0	1A	24.0				1								Headwall Required, Str Sumped 3"								
104	262+10			x	30	1	PIPE, TYPE 1	71		3.16	811.44	811.12	50	N	7	1	41	1		26.0	1A	13.0				2								Str Sumped 3"								
EX200	251+92	X			0.56		PIPE CATCH BASIN, 12 IN.	59																										Remove Exist. Catch Basin and Pipe								
EX201	252+19		X		23.01		PIPE CATCH BASIN, 10 IN.	36																											Remove Exist. Catch Basin and Pipe							
EX202	259+21	X			37.30		DRIVEWAY CULVERT	17																											Remove Exist. Pipe							
EX203	260+55	X			51.51		PIPE, TYPE 1	48																											Remove Exist. Pipe							
EX204	262+10		X		8.18		PIPE, TYPE 1	25																											Remove Exist. Pipe							

DRAFT
 NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: _____ CFS	DRAWN: _____ CFS	
CHECKED: _____ DLG	CHECKED: _____ DLG	

INDIANA
DEPARTMENT OF TRANSPORTATION

STRUCTURE DATA TABLE

HORIZONTAL SCALE	BRIDGE FILE
N/A	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800222
SURVEY BOOK	SHEETS SUM-02
ELECTRONIC	21 of 40
CONTRACT	PROJECT
R-41553	1800222