

Indiana Department of Transportation

County Ripley Route SR 62 over Laughery Creek Des. No. 1700185

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

Road No./County:	State Road (SR) 62/Ripley County
Designation Number:	1700185
Project Description/Termini:	Bridge Superstructure Replacement Project, SR 62 over Laughery Creek

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

 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: _____ Date: _____

Name and Organization of CE/EA Preparer: Christian Radcliff, Green 3, LLC

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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
If No, then:
Opportunity for a Public Hearing Required?

**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 letters were mailed to potentially affected property owners near the project area on October 26, 2018 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 to 2.

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

Public Controversy on Environmental Grounds Yes No
Will the project involve substantial controversy concerning community and/or natural resource impacts?

Remarks:

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

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

Sponsor of the Project: Indiana Department of Transportation (INDOT) INDOT District: Seymour
Local Name of the Facility: SR 62

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

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

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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 arises from deterioration of the existing structure. The bridge deck and wearing surface are both rated 3 out of 9 and are in serious condition. There is moderate to severe cracking in the bridge beams and wearing surface that are allowing water to penetrate the superstructure. This is causing additional water damage to the superstructure. The superstructure is rated 4 out of 9 and exhibits advanced deterioration. Additionally, the bridge superstructure provides a clear roadway width of 28 feet 2 inches, which does not meet the current design standard of 34 feet 6 inches. The bridge received a sufficiency rating of 58.0 out of 100 in the December 12, 2019 INDOT inspection report, which indicates that it is deficient for vehicular traffic.

Purpose:

The purpose of this project is to provide a structure with an overall rating of at least 8 out of 9. A secondary purpose of this project is to meet the minimum design criteria for the clear roadway width of 34 feet 6 inches on the bridge.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Ripley Municipality: Friendship

Limits of Proposed Work: Along approximately 0.039 mile (205 feet) of SR 62, from the intersection of SR 62 and Cave Hill Road to approximately 205 feet west of the intersection of SR 62 and Cave Hill Road (Appendix B, pages 9 to 15)

Total Work Length: 0.039 (205 feet) Mile(s) Total Work Area: 0.915 Acre(s)

	Yes¹	No
Is an Interchange Modification Study / Interchange Justification Study (IMS/IJS) required? If yes, when did the FHWA grant a conditional approval for this project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Date: <input style="width: 100%;" type="text"/>	

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.

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Project Location

The project is in southeastern Ripley County in Brown Township, Indiana. Specifically, the project is in Section 14, Township 6 North, Range 12 East as shown on the Cross Plains, Indiana US Geological Survey (USGS) 7.5-minute quadrangle map. The project termini are the west bridge approach, which is approximately 205 feet west of the intersection of SR 62 and Cave Hill Road, and the east bridge approach, which is at the intersection of SR 62 and Cave Hill Road. This project is not within a Metropolitan Planning Organization (MPO) area of jurisdiction. The project will be approximately 0.039 mile/205 feet in length. A project location map, USGS topographic map, and 2016 aerial map are included in Appendix B, pages 1 to 3.

Existing Conditions

The existing roadway provides a two-lane cross section with travel lanes that are 11 feet wide. Approach shoulders are present that are 5 feet in width. The roadway provides approximately 32 feet of clear roadway width and is generally in good condition. No concrete bridge approaches are present but HMA wedges were installed in a bridge rehabilitation in 1982. SR 62 is classified as a rural major collector. The roadway has a posted speed limit of 45 miles per hour (mph). No pedestrian facilities are present in the project area. The surrounding land use is primarily forested floodplain. The Friendship Volunteer Fire Department is located immediately east of the project area at the intersection of SR 62 and Cave Hill Road. Residential properties are present east of the project area, and an entrance to the Old Mill Campground and Flea Market is located within the project area near the eastern project terminus.

The existing bridge a three-span continuous prestressed concrete side-by-side box beam bridge that is approximately 202 feet in length and provides 28 feet 2 inches of clear roadway width. The bridge is not considered historic in the Indiana Historic Bridge Inventory. The bridge deck and wearing surface are both rated 3 out of 9 and are in serious condition, and the superstructure is rated 4 out of 9 and exhibits advanced deterioration. Additionally, the bridge clear roadway width is 28 feet, 2 inches, which does not meet current design standards. The bridge received a sufficiency rating of 58.0 out of 100 in the December 12, 2019 INDOT inspection report, which indicates that it is deficient for vehicular traffic. Overhead electrical and communication lines and two water lines are present in the vicinity of the project area.

Preferred Alternative – Rehabilitation of the existing bridge by installing a new Continuous Composite Prestressed Concrete Type II I-Beam Superstructure

The preferred alternative is to rehabilitate the existing bridge. The superstructure of the bridge will be replaced, including the bridge deck, beams, and guardrails. The new bridge superstructure will consist of semi integral end bents, concrete bridge railing, and guardrail transitions and will be approximately 37 feet 6 inches in width and will provide a clear roadway width of 34 feet 6 inches. Riprap will be placed in the channel for bank stabilization and the piers and footings will be widened to accommodate the additional bridge deck width. New HMA approach wedges will be installed to tie into the new bridge deck. The utility lines located in the vicinity of the project area will not be impacted. Project plans depicting the details of the scope of work are in Appendix B, pages 9 to 15. Traffic will be maintained through phased construction and a detour route for truck traffic. This alternative meets the purpose and need of the project by providing a superstructure that has a rating of at least 8 out of 9, provides the required clear roadway width of at least 34 feet 6 inches, and has minimal impact to the social and physical environment; therefore, it was selected as the preferred alternative.

OTHER ALTERNATIVES CONSIDERED:

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

The alternatives outlined below were considered in addition to the preferred alternative.

Alternative 1: Do Nothing

This alternative involves no work on the existing bridge or associated features and would not involve the use of any funds. This alternative would have no impacts to the social or physical environment; however, the bridge would continue to deteriorate. The bridge would eventually be subject to restrictive load ratings and potential closure if unaddressed. This alternative does not meet the purpose and need of this project because it does not improve the rating of the superstructure to at least 8 out of 9 or provide a clear roadway width of at least 34 feet 6 inches; therefore, it was discarded from further consideration.

Alternative 2: Rehabilitation of the existing bridge by installing a new Continuous Composite Spread Prestressed Concrete Box Beam Superstructure

This alternative involves replacing the existing superstructure with a new Continuous Composite Spread Prestressed Concrete Box Beam superstructure. This would closely mirror the existing superstructure and would be structurally sufficient for the proposed bridge cross section. This alternative addresses the purpose and need of the project by improving the rating of the superstructure to at least 8 out of 9 and providing a roadway width of at least 34 feet 6 inches; however, the added weight of this type of superstructure would require

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substantially higher construction costs due to the need for heavier cranes to install the superstructure. Additionally, the construction would be difficult due to the placement of the beams that would be used. Therefore, this alternative was discarded from consideration.

Alternative 3: Rehabilitation of the existing bridge by installing a new Continuous Composite Steel I-Beam Superstructure

This alternative involves replacing the existing superstructure with a new Continuous Composite Steel I-Beam superstructure. The steel beams are lighter weight than the preferred alternative but would require several interior diaphragms and field splices. Additionally, this bridge would sit lower than the preferred alternative and may be subject to additional corrosion from high water events. This alternative addresses the project purpose and need by improving the rating of the superstructure to at least 8 out of 9 and provides a clear roadway width of at least 34 feet 6 inches; however, the potential for water damage that requires future maintenance is higher due to the lower profile of the bridge. Therefore, it was discarded from consideration.

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

It would not correct existing capacity deficiencies;

It would not correct existing safety hazards;

It would not correct the existing roadway geometric deficiencies;

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

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

Other (Describe)

X
X

ROADWAY CHARACTER:

SR 62:

Functional Classification: Major Rural Collector
 Current ADT: 404 VPD (2022) Design Year ADT: 509 VPD (2042)
 Design Hour Volume (DHV): 47 Truck Percentage (%): 23%
 Designed Speed (mph): 45 Legal Speed (mph): 45

Existing

Proposed

	Existing	Proposed
Number of Lanes:	2	2
Type of Lanes:	HMA	HMA
Pavement Width:	32 ft.	32 ft.
Shoulder Width:	5 ft.	5 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

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Cave Hill Road:

Functional Classification: N/A
 Current ADT: N/A VPD (2022) Design Year ADT: N/A VPD (2042)
 Design Hour Volume (DHV): N/A Truck Percentage (%) N/A
 Designed Speed (mph): N/A Legal Speed (mph): N/A

Existing Proposed

Number of Lanes:	2	2
Type of Lanes:	Asphalt	Asphalt
Pavement Width:	Varies ft.	Varies ft.
Shoulder Width:	N/A ft.	N/A 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.

DESIGN CRITERIA FOR BRIDGES:

Structure/NBI Number(s): 062-69-05860 B/NBI 022530 Sufficiency Rating: 58.0/100 (December 12, 2019
INDOT Inspection Report)
 (Rating, Source of Information)

Existing Proposed

Bridge Type:	Continuous Prestressed Concrete Side-by-Side Box Beam	Continuous Composite Prestressed Concrete Type II I-Beam
Number of Spans:	3	3
Weight Restrictions:	N/A ton	N/A ton
Height Restrictions:	N/A ft.	N/A ft.
Curb to Curb Width:	28.2 ft.	34-6 ft-in
Outside to Outside Width:	30.2 ft.	37.5 ft.
Shoulder Width:	N/A ft.	4.0 east/8.5 west ft.
Length of Channel Work:		240 ft.

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

Remarks: Bridge 062-69-05860 A carries SR 62 over Laughery Creek and will be rehabilitated as part of this project. The existing structure is not considered historic in the Indiana Historic Bridges Collection. The rehabilitation of the structure will include removing and replacing the existing superstructure of the bridge, including the bridge deck, beams, and guardrails. The new bridge superstructure will consist of semi integral end bents, concrete bridge railing, and guardrail transitions and will be approximately 37 feet 6 inches in width and will provide a clear roadway width of 34 feet 6 inches. Riprap will be placed in the channel for bank stabilization and the piers and footings will be widened to accommodate the additional bridge deck width. New HMA approach wedges will be installed to tie into the new bridge deck.

The existing corrugated metal equalizer pipe culvert east of the existing bridge will be removed and replaced with 15 feet of new pipe. Project plans depicting the bridge and culvert work are shown in Appendix B, pages 9 to 15.

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Yes No N/A

Will the structure be rehabilitated or replaced as part of the project?
If the proposed action has multiple bridges or small structures, this section should be filled out for each structure.

MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

	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"/>

Remarks: The MOT for the project will require phased construction and a detour route for truck traffic. Phased construction will be completed by leaving one side of the bridge open while the other side of the bridge is demolished and reconstructed. The second phase will divert traffic to the newly constructed side of the bridge while the other side is demolished and reconstructed. The detour route for trucks will utilize SR 50 and SR 129 and will be approximately 20.8 miles in length. A temporary traffic signal will be installed to facilitate traffic movement along the bridge. The entrance to the Old Mill Campground and Flea Market on the east side of the project bridge will be closed for the duration of construction. The existing alternate entrance to that property will remain open on SR 62 in the Town of Friendship. Access to local residences and businesses will be maintained. Maintenance of traffic will not include any temporary crossings, temporary roadways, and will not substantially change the environmental consequence of the action. The MOT plan is shown in Appendix B, pages 10 to 12.

Construction 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: \$ 175,000 (2018) Right-of-Way: \$ 35,000 (2021) Construction: \$ 2,325,875 (2022)
 (The 2020-2024 STIP will be updated by the Project Manager at the end of the project development process)

Anticipated Start Date of Construction: Spring 2022

Date project incorporated into STIP 2020-2024 STIP, July 2, 2019 (Appendix H, page 2)

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

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RIGHT OF WAY:

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Commercial	0.136	0.00
Agricultural	0.714	0.00
TOTAL	0.850	0.00

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 project requires approximately 0.850 acre of permanent ROW. ROW acquisition will be 0.136 acre of commercial property from the Old Mill Campground and Flea Market and 0.714 acre of agricultural land from adjacent to the project area. Temporary ROW is not anticipated to be required for this project.

Existing ROW limits are the same width as the project bridge throughout the project area. The maximum ROW width is approximately 20 feet from the centerline of SR 62. The existing ROW use is the project bridge carrying SR 62 over Laughery Creek. The maximum proposed ROW width is approximately 90 feet north of the centerline of SR 62 and 70 feet south of the centerline of SR 62. Advance acquisition or reacquisition is not anticipated to be necessary to complete the project as proposed.

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

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

SECTION A – ECOLOGICAL RESOURCES

	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
Streams, Rivers, Watercourses & Jurisdictional Ditches			
Federal Wild and Scenic Rivers			
State Natural, Scenic or Recreational Rivers			
Nationwide Rivers Inventory (NRI) listed	X	X	
Outstanding Rivers List for Indiana	X	X	
Navigable Waterways	X	X	

Remarks: Based on a desktop review, a site visit on February 25, 2020 and waters report site visit on April 14, 2020 by Green 3 staff, the aerial map of the project area (Appendix B, page 3), and the water resources map in the Red Flag Investigation (RFI) report (Appendix E, page 9), there are 15 streams located within the 0.5 mile search radius. There are two streams present within or adjacent to the project area.

A *Waters of the U.S. Determination / Wetland Delineation Report* was approved by INDOT Ecology and Waterway Permitting Office on May 28, 2020. Please refer to Appendix F, pages 1 to 36 for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that four jurisdictional streams are within the project area. Laughery Creek was given an average rating in the waters report due to the presence of riffle/run complexes, high sinuosity, moderate erosion, moderate in stream cover, and perennial flow conditions. Unnamed Tributary (UNT) 1, UNT 2, and UNT 3 to Laughery Creek. The U.S. Army Corps of Engineers (USACE) makes all final determinations regarding

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jurisdiction.

No Federal, Wild and Scenic Rivers or State Natural, Scenic, and Recreational Rivers are within the project area. Laughery Creek is considered a navigable waterway; is listed on the National Rivers Inventory; and is considered an Outstanding River or Indiana because it meets the criteria for National River Inventory streams, Federal Public Land Rivers, which are potential additions to the National Wild and Scenic Rivers System, and the State Heritage Program Sites, which are waterways that have outstanding ecological value. Impacts to Laughery Creek will include approximately 161 feet of riprap placement for channel protection. Complete avoidance of these impacts would not address the scour on the bridge. A Section 401 Water Quality Certification (WQC) and Section 404 Regional General Permit (RGP) will be required for impacts to Laughery Creek. A Section 9 Permit for impacts to a navigable waterway will not be required for construction (see coordination information below).

UNT 1 to Laughery Creek and UNT 2 to Laughery Creek will be impacted by construction activities. UNT 1 to Laughery Creek will have approximately 22 feet of impacts and UNT 2 to Laughery Creek will have approximately 57 feet of impacts. Mitigation for impacts to jurisdictional waterways within the project area will not be required because impacts will be below the 300 linear feet threshold.

Early coordination letters were sent to the US Army Corps of Engineers (USACE), US Coast Guard (USCG), US Fish and Wildlife Service (USFWS), Indiana Department of Environmental Management (IDEM), and Indiana Department of Natural Resources (IDNR) on March 13, 2020. The USACE did not respond to the early coordination letter. The USFWS responded on June 9, 2020 with recommendations to avoid or minimize impacts to waterways within the project area. These included restricting waterway work in streams to the placement of riprap, restricting channel work to the extent needed to install any structures, and to minimize the amount of hard armor bank protection for bank stabilization (Appendix C, pages 20 to 21).

IDEM provided a standard automated response on March 13, 2020 recommending to obtain the necessary permits to work within waterways (Appendix C, pages 3 to 9). The USCG responded on June 5, 2020 and indicated that that this action will not require a permit with the Coast Guard (Appendix C, page 19). The IDNR responded on April 9, 2020 with recommendations to avoid or minimize impacts to waterways within the project area (Appendix C, pages 16 to 18). Recommendations were provided regarding the installation of riprap, implementation of measures to control erosion from entering the stream, minimizing in-channel disturbance, limiting excavation in low flow areas, and protecting all disturbed streambanks following construction. All applicable USFWS and IDNR recommendations are included in the Environmental Commitments section of this CE document.

Other Surface Waters

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

	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 February 25, 2020 and waters report site visit on April 14, 2020 by Green 3 staff, the 2016 aerial map of the project area (Appendix B, page 3), and the water resource map in the RFI report (Appendix E, page 9) there are three other surface waters within the 0.5 mile search radius. No other surface waters are present within the project area; therefore, no impacts are expected.

A *Waters of the U.S. Determination / Wetland Delineation Report* was approved by the INDOT Ecology and Waterway Permitting Office on May 28, 2020. Please refer to Appendix F, pages 1 to 36 for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that no other surface waters are within the project area.

Early coordination letters were sent to the USFWS, USACE, USCG, IDEM, and IDNR on March 13, 2020. USACE did not respond to the early coordination letter. USCG responded on June 5, 2020 but did not have any recommendations for impacts to other surface waters (Appendix C, page 19). USFWS responded on June 9, 2020 but did not have any recommendations for other surface waters (Appendix C, pages 20 to 21). IDEM responded with a standard automated response on March 13, 2020 with recommendations to obtain the proper permits for impacts to other surface waters

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(Appendix C, pages 3 to 9). IDNR responded on April 9, 2020 but did not have any recommendations for impacts to other surface waters (Appendix C, pages 16 to 18). All applicable agency recommendations are included in the Environmental Commitments section of this CE document.

	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
Wetlands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Total wetland area: <u>0.0</u> acre(s)		Total wetland area impacted: <u>0.0</u> acre(s)	

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

	<u>Documentation</u>	<u>ES Approval Dates</u>
Wetlands (Mark all that apply)		
Wetland Determination	<input checked="" type="checkbox"/>	<u>May 28, 2020</u>
Wetland Delineation	<input type="checkbox"/>	<input type="checkbox"/>
USACE Isolated Waters Determination	<input type="checkbox"/>	<input type="checkbox"/>
Mitigation Plan	<input type="checkbox"/>	<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>), a site visit on February 25, 2020 and waters report site visit on April 14, 2020 by Green 3 staff, the USGS topographic map (Appendix B, page 2), and the RFI report (Appendix E page 9), there are 12 wetlands located within the 0.5 mile search radius. There are no wetlands present within or adjacent to the project area.

A *Waters of the U.S. Determination / Wetland Delineation Report* was approved by the INDOT Ecology and Waterway Permitting Office on May 28, 2020. Please refer to Appendix F, pages 1 to 36 for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that no wetlands are within or adjacent to the project area. Therefore, no impacts are expected.

Early coordination letters were sent to the USACE, USCG, USFWS, IDEM, and IDNR on March 13, 2020. USACE did not respond to the early coordination letter. USCG responded on June 5, 2020 but did not issue any recommendations about wetlands (Appendix C, page 19). USFWS responded on June 9, 2020 but did not issue any recommendations for impacts to wetlands (Appendix C, pages 20 to 21). IDEM responded on March 13, 2020 with a standard automated letter recommending that the required permits for impacts to wetlands be obtained (Appendix C, pages 3 to 9). IDNR responded on April 9, 2020 with a recommendation to mitigate impacts to wetland habitat at the appropriate ratio according to the 1991 INDOT/IDNR/USFWS Memorandum of Understanding (Appendix C, pages 16 to 18). All applicable agency recommendations are included in the Environmental Commitments section of this CE document.

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

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

Remarks: Based on a desktop review, a site visit on February 25, 2020 and April 14, 2020 by Green 3 staff, the 2016 aerial map of the project area (Appendix B, page 3), there are stands of trees within the forested floodplain in the vicinity of the project area. The immediate project area consists of primarily forested floodplain and residential parcels east of the existing bridge. An entrance to the Old Mill Campground and Flea Market is located within the immediate project area. There are agricultural fields beyond the immediate project area to the west of the project area. Forested areas include various native tree species that are indigenous to southern Indiana that can be found in floodplains. Areas of emergent vegetation can be found along the roadside. Impacts to forested areas will include removal of approximately 0.17 acre of trees. This tree removal will be necessary for construction access. No habitat fragmentation is anticipated to occur as a result of the project, as there are no areas of core forest that will be divided. Impacts to terrestrial habitat will be minimized by only clearing trees needed for construction access. This project is not anticipated to create conditions that prevent movement of species or that are conducive to invasive species introduction. The total area disturbed by construction is anticipated to be approximately 0.915 acre. Complete avoidance of this impact would not allow for the improvements to the superstructure.

Early coordination letters were sent to the USACE, USCG, IDNR, IDEM, and USFWS on March 13, 2020. The USACE did not respond to the early coordination letter. The IDNR responded on April 9, 2020 with recommendations to revegetate all disturbed areas as soon as possible upon completion of construction; to develop and submit a mitigation plan for any unavoidable habitat impacts that will occur within the floodway; and to limit the removal of trees suitable for Indiana bat or Northern Long-eared bat roosting from April 1 through September 30. (Appendix C, pages 16 to 18). The USFWS responded on June 9, 2020 with recommendations to implement temporary erosion and sediment control methods within areas of disturbed soil, to revegetate disturbed areas upon project completion following INDOT's standard specifications; and to not clear trees or understory vegetation outside the construction zone boundaries (Appendix C, pages 20 to 21). IDEM responded on March 13, 2020 with a standard automated response letter with recommendations to obtain the proper permits for impacts to terrestrial habitat (Appendix C, pages 3 to 9). All applicable agency recommendations are included in the Environmental Commitments section of this CE document.

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

Karst	Yes	No
Is the proposed project located within or adjacent to the potential Karst Area of Indiana?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Are karst features located within or adjacent to the footprint of the proposed project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If yes, will the project impact any of these karst features?	<input type="checkbox"/>	<input type="checkbox"/>

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 USGS topographic map of the project area (Appendix B, page 2), the RFI report (Appendix E, page 9), there are no karst features identified within or adjacent to the project area. In the early coordination response dated March 16, 2020, the Indiana Geological Survey (IGS) did not indicate that karst features exist in the project area (Appendix C, pages 10 to 12). They also indicated that the project has high liquefaction potential, occurs within a floodway, has a low potential for impacting bedrock resources and sand and gravel resources, and petroleum wells are present within 0.5 mile of the project area. These features will not be affected because there are no mining facilities or petroleum wells within the project area. Responses from IGS have been communicated with the designer on May 20, 2020. No impacts are expected.

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	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
Threatened or Endangered Species			
Within the known range of any federal species	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Any critical habitat identified within project area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Federal species found in project area (based upon informal consultation)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State species found in project area (based upon consultation with IDNR)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is Section 7 formal consultation required for this action?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

Remarks: Based on a desktop review and the RFI report (Appendix E, pages 1 to 13), completed by Green 3 staff on March 20, 2020, the IDNR Ripley County Endangered, Threatened and Rare (ETR) Species List has been checked and is included in (Appendix E, pages 12 to 13). The highlighted species on the list reflect the federal and state identified ETR species located within the county. According to the IDNR early coordination response letter dated April 9, 2020 (Appendix C, pages 16 to 18), the Natural Heritage Program’s Database has been checked and the no state endangered, threatened, or rare species are known to occur within the project area. There were no critical habitats identified within the project area.

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 36 to 41). The project is within range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (NLEB) (*Myotis septentrionalis*). No additional species were found within or adjacent to the project area other than the Indiana bat and northern long-eared bat.

The project qualifies for the Range-wide Programmatic Informal Consultation for the Indiana bat and northern long-eared bat (NLEB), dated May 2016 (revised February 2018), between FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS. An effect determination key was completed on March 5, 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 (Appendix C, pages 22 to 35). INDOT reviewed and verified the effect finding on April 6, 2020 and requested USFWS’s review of the finding. No response was received from USFWS within the 14-day review period; therefore, it was concluded they concur with the finding. Avoidance and Mitigation Measures (AMMs) are included as firm commitments in the Environmental Commitments section of this document.

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

SECTION B – OTHER RESOURCES

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

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

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Remarks: The project is in Ripley 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/Environmental Protection Agency (EPA) Sole Source Aquifer Memorandum of Understanding (MOU) is not applicable to this project. No impacts are expected.

The Indiana Department of Environmental Management's Wellhead Proximity Determinator website (<http://www.in.gov/idem/cleanwater/pages/wellhead/>) was accessed on March 13, 2020 by Green 3 staff. This project is not located within a Wellhead Protection Area or Source Water Protection Area. No impacts are expected.

The Indiana Department of Natural Resources Water Well Record Database website (<https://www.in.gov/dnr/water/3595.htm>) was accessed on June 3, 2020 by Green 3 staff. No wells are located near this project. Therefore, no impacts are expected.

Based on a desktop review of the INDOT MS4 website (<https://entapps.indot.in.gov/MS4/>) by Green 3 staff on March 20, 2020, and the RFI report; this project is not located in an Urbanized Area Boundary (UAB) location. No impact is expected.

Based on a desktop review, a site visit on February 25, 2020 and April 14, 2020 by Green 3 staff, and the aerial map of the project area (Appendix B, page 3), no public water systems were identified. Therefore, no impacts are expected.

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

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

Remarks: Based on a desktop review of The Indiana Department of Natural Resources Indiana Floodway Information Portal website (<http://dnrmmaps.dnr.in.gov/appsphp/fdms/>) by Green 3 staff on March 13, 2020, and the RFI report; this project is located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix B, page 5). An early coordination letter was sent on March 13, 2020 to the local Floodplain Administrator. The floodplain administrator did not respond within the 30-day time frame. The IDNR responded to the early coordination letter on April 9, 2020 and indicated that this project will require formal approval under the IDNR for construction in a floodway and to develop a mitigation plan due to impacts to vegetation within the floodway (Appendix C, pages 16 to 18). This project qualifies as a Category 3 per the current INDOT CE Manual, which states, "the modifications to drainage structures included in this project will result in an insubstantial change in their capacity to carry flood water. This change could cause a minimal increase in flood heights and flood limits. These minimal increases will not result in any substantial adverse impacts on the natural and beneficial floodplain values; they will not result in substantial change in flood risks or damage; and they do not have substantial potential for interruption or termination of emergency service or emergency routes; therefore, it has been determined that this encroachment is not substantial."

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

Total Points (from Section VII of CPA-106/AD-1006* 116
**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 February 25, 2020 and April 14, 2020 by Green 3 staff, the 2016 aerial map of the project area (Appendix B, page 3), the project will not convert any farmland as defined by the Farmland Protection Policy Act. An early coordination letter was sent on March 13, 2020, to Natural Resources Conservation Service (NRCS). Coordination with NRCS resulted in a score of 116 on the NRCS AD-1006 Form (Appendix C, page 15). NRCS's threshold score for significant impacts to farmland that result in the consideration of alternatives is 160. Since this project score is less than the threshold, no significant loss of prime, unique, statewide, or local important farmland

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will result from this project. No alternatives other than those previously discussed in this document will be investigated without reevaluating impacts to prime farmland.

SECTION C – CULTURAL RESOURCES

	Category	Type	INDOT Approval Dates	N/A
Minor Projects PA Clearance	B	12	July 2, 2020	
	A	9	July 2, 2020	

Eligible and/or Listed
Resource Present

Results of Research

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

Project Effect

No Historic Properties Affected No Adverse Effect Adverse Effect

Documentation
Prepared

Documentation (mark all that apply)

		ES/FHWA Approval Date(s)	SHPO Approval Date(s)
Historic Properties Short Report	<input type="checkbox"/>		
Historic Property Report	<input type="checkbox"/>		
Archaeological Records Check/ Review	X	July 2, 2020	N/A
Archaeological Phase Ia Survey Report	X	July 2, 2020	N/A
Archaeological Phase Ic Survey Report	<input type="checkbox"/>		
Archaeological Phase II Investigation Report	<input type="checkbox"/>		
Archaeological Phase III Data Recovery	<input type="checkbox"/>		
APE, Eligibility and Effect Determination	<input type="checkbox"/>		
800.11 Documentation	<input type="checkbox"/>		

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

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

Remarks: On July 2, 2020 the INDOT Cultural Resource Office (CRO) determined that this project falls within the guidelines of Category A, Type 9 and Category B, Type 12 under the Minor Projects Programmatic Agreement, (Appendix D, pages 1 to 4). Category A, Type 9 projects include installation, repair, or replacement of erosion control measures along roadways, waterways and bridge piers within previously disturbed soils. Category B, Type 12 projects include replacement, widening, or raising the elevation of the superstructure on existing bridges, and bridge replacement projects (when both the superstructure and substructure are removed), when the project bridge is not adjacent to an individually National Register of Historic Places (NRHP) listed or eligible resource or NRHP listed or eligible district. A Phase 1a

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archaeology report was completed for the project because it does not occur entirely within undisturbed soils. The report, approved by INDOT CRO on July 2, 2020, did not indicate that any of the features documented within the investigated area were listed or eligible for listing in the NRHP. No further consultation is required. This completes the Section 106 process and the responsibilities of the FHWA under Section 106 have been fulfilled.

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

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

Parks & Other Recreational Land

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

Presence

Use

Yes	No

Evaluations Prepared

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

FHWA Approval date

--

Wildlife & Waterfowl Refuges

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

Presence

Use

Yes	No

Evaluations Prepared

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

FHWA Approval date

--

Historic Properties

- Sites eligible and/or listed on the NRHP

Presence

--

Use

Yes	No

Evaluations Prepared

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

FHWA Approval date

--

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

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

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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 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 February 25, 2020 and April 14, 2020 by Green 3 staff, the aerial map of the project area (Appendix B, page 3), and the RFI report (Appendix E, page 8) there are no Section 4(f) resources located within the 0.5 mile search radius. The campground adjacent to and southeast of the project area is a privately owned campground and is therefore not a Section 4(f) 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 INDOT Environmental Policy website at <https://www.in.gov/indot/2523.htm> revealed a total of 12 properties in Ripley County (Appendix I, page 1). None of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to 6(f) resources as a result of this project.

SECTION E – Air Quality

Air Quality

Conformity Status of the Project

	Yes	No
Is the project in an air quality non-attainment or maintenance area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If YES, then:		
Is the project in the most current MPO TIP?	<input type="checkbox"/>	<input type="checkbox"/>
Is the project exempt from conformity?	<input type="checkbox"/>	<input type="checkbox"/>
If the project is NOT exempt from conformity, then:		
Is the project in the Transportation Plan (TP)?	<input type="checkbox"/>	<input type="checkbox"/>
Is a hot spot analysis required (CO/PM)?	<input type="checkbox"/>	<input type="checkbox"/>

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, page 2).

This project is located in Ripley County, which is currently in attainment for all criteria pollutants according to the IDEM map on current nonattainment and maintenance areas map (https://www.in.gov/idem/airquality/files/nonattainment_areas_map.pdf). 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.

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SECTION F - NOISE

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

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

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

SECTION G – COMMUNITY IMPACTS

Regional, Community & Neighborhood Factors **Yes** **No**

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

Remarks: This project will comply with the local and regional development patterns in the area. It is accurately reflected in both the Indiana STIP. It will not have a substantial impact to community cohesion, or local tax bases and property values. The website www.fairsandfestivals.net was reviewed to determine if the project would impact any community fairs or festivals in the vicinity of the project area. The Friendship Flea Market occurs adjacent to the project area at the Old Mill Campground and Flea Markey property and will occur during the construction season. Access to the Friendship Flea Market from motorists arriving from the west will be made available via the phased construction of the bridge. The entrance immediately east of the project bridge will be closed for the duration of construction. The entrance to that property in the Town of Friendship further east along SR 62 will remain open.

Ripley County has an approved Americans with Disabilities Act (ADA) Transition Plan. The ADA Transition Plan ensures that a government entity is aware of the facilities that it currently manages as well as plans for ADA compliance in future facilities. This project complies with the Ripley County ADA Transition Plan because it will not restrict access to any facilities upon completion of the project and it does not involve any pedestrian facilities. This project will have a net positive effect on the community because it will ensure safe vehicular travel through the improvements to the existing facility.

Indirect and Cumulative Impacts **Yes** **No**
 Will the proposed action result in substantial indirect or cumulative impacts?

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 will not cause any indirect impacts because it is not likely to cause any growth inducing effects, it does not change the general pattern of land use, is not likely to change the population density, or to change the existing growth rate. Reasonably foreseeable actions in the project area are unlikely to cause any cumulative impacts for this project. Future construction projects on the bridge or roadway will likely be within the general footprint of the proposed ROW for

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this project and will not likely include any substantial impacts to the physical, social, or economic environment.

This project will have a net positive impact. The proposed rehabilitated bridge will meet current design standards and will be structurally sufficient.

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 February 25, 2020 and April 14, 2020 by Green 3 staff, the aerial map of the project area (Appendix B, page 3), project plan sheets (Appendix B, pages 9 to 15), and the RFI report (Appendix E, page 8), there are two (2) cemeteries, one (1) electrical line, one (1) telephone line, and two (2) public water lines within the 0.5 mile of the project. There are also routes that may be utilized by emergency services within and adjacent to the project area. Relocation of public communication lines may be required but no interruptions to service are anticipated. Utility coordination is ongoing between the design engineer and the utility companies. Emergency services and school buses that may use the bridge carrying SR 62 over Laughery Creek will experience a temporary delay that will cease upon project completion. Access to all properties and streets in the vicinity of the project area will be maintained for the duration of construction.

Early coordination letters were sent to officials within Ripley County on March 13, 2020. No officials responded to the early coordination letter. All applicable agency recommendations are included in the Environmental Commitments section of this CE document.

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?

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

Does the project require an EJ analysis?

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

If YES, then:

Are any EJ populations located within the project area?

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

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

<input type="checkbox"/>	<input 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 0.850 acre of permanent right of way. Approximately 0.136 acre will come from commercial property and 0.714 acre will come from agricultural property. Therefore, an EJ Analysis is required.

Potential EJ impacts are detected by locating minority and low-income populations relative to a reference population to determine if populations of EJ concern exists and whether there could be disproportionately high and adverse impacts to them. The reference population may be a county, city or town and is called the community of comparison (COC). In this project, the COC is Ripley County. The community that overlaps the project area is called the affected community (AC). In this project, the AC is Census Tract 9689. 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 2017 was obtained from the US Census Bureau Website <https://factfinder.census.gov/> on March 12, 2020 by Green 3 staff. The data collected for minority and low-income populations within the AC are summarized in the below table.

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Table: Minority and Low-Income Data (US Census Data, 2017)		
	COC - (Ripley County)	AC-1 - (Census Tract 9689, County, Indiana)
Percent Minority	4.4%	0.8%
125% of COC	5.5%	AC < 125% COC
EJ Population of Concern		No
Percent Low-Income	10.5%	7.5%
125% of COC	13.1%	AC < 125% COC
EJ Population of Concern		No

AC-1, Census Tract 9689 has a percent minority of 0.8% which is below 50% and is below the 125% COC threshold. Therefore, AC-1 does not contain minority populations of EJ concern. AC-1, Census Tract 9689 has a percent low-income of 7.5% which is below 50% and is below the 125% COC threshold. Therefore, AC-1 does not contain low-income populations of EJ concern.

The census data sheets, map, and calculations can be found in Appendix I, pages 2 to 8. No further environmental justice analysis is warranted.

Relocation of People, Businesses or Farms

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

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

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

	No	Yes/ Date
ES Review of Investigations	<input type="checkbox"/>	March 20, 2020

Include a summary of findings for each investigation.

Remarks: Based on a review of GIS and available public records, an RFI was completed on March 20, 2020 by Green 3 staff (Appendix E, Pages 1 to 13). One (1) state cleanup site, one (1) underground storage tank (UST) site, and one (1) National Pollutant Discharge Elimination System (NPDES) facility are located within 0.5 mile of the project area, No hazardous material sites are located within the project area. No hazmat sites were identified in or within 0.5 mile of the project area that will impact the project. The nearest state cleanup site is 0.23 mile from the project area, the nearest UST site is 0.23 mile from the project area, and the nearest NPDES facility is 0.40 mile from the project area. No impacts are expected. Further investigation for hazardous material concerns is not required at this time.

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SECTION I – PERMITS CHECKLIST

Permits (mark all that apply)

Likely Required

Army Corps of Engineers (404/Section10 Permit)

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

IDEM

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

IDNR

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

Others (Please discuss in the remarks box below)

Remarks:

The project is within the floodplain of Laughery Creek and does not meet any exemption criteria, therefore, it will likely require a Construction in a Floodway permit with the IDNR. The IDNR early coordination response letter dated April 9, 2020 indicated that formal approval from the IDNR would be required for impacts to the floodplain (Appendix C, pages 16 to 18). An IDEM Rule 5 permit is not anticipated because land disturbance will be below 1 acre in size. Work below the ordinary high-water mark of streams will be necessary. Impacts are anticipated to be below 0.1 acre/300 linear feet of stream, so an IDEM Section 401 WQC and USACE Section 404 RGP are likely required.

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

It is the responsibility of the project sponsor or their agent to obtain all necessary permits prior to construction activities.

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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, INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately. (INDOT ESD)
2. It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access. (INDOT ESD).
3. General AMM1: Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA environmental commitments, including all applicable AMMs. (USFWS)
4. Lighting AMM1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)
5. Tree Removal AMM1: Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal. (USFWS)
6. Tree Removal AMM2: Apply time of year restrictions (April 1 to September 30) 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 AMM3: 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 AMM4: 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. USFWS Bridge/Structure Assessment shall take place no earlier than two (2) years prior to the start of construction. If construction will begin after February 25, 2022, an inspection of the structure by a qualified individual, must be performed. Inspection of the structure should check for presence of bats/bat indicators and/or presence of birds. The results of the inspection must indicate no signs of bats or birds. If signs of bats or birds are documented during this inspection, the INDOT District Environmental Manager must be contacted immediately. (INDOT ESD)

For Further Consideration:

10. The new, replacement, or rehabbed structure should not create conditions that are less favorable for wildlife passage under the structure compared to the current conditions. (IDNR)
11. Do not cut any trees suitable for Indiana bat or Northern Long-eared bat roosting from April 1 through September 30. (IDNR)
12. Avoid all work within the inundated part of the stream channel during the fish spawning season (April 1 through June 30); except for work within sealed structures such as caissons or cofferdams that were installed prior to the spawning season. No equipment shall be operated below Ordinary High Water Mark during this time unless the machinery is within the caissons or on the cofferdams. (USFWS)
13. Evaluate wildlife crossings under bridge/culverts projects in appropriate situations. Suitable crossings include flat areas below bridge abutments with suitable ground cover, high water shelves in culverts, amphibian tunnels, and diversion fencing. (USFWS)
14. Minimize the extent of hard armor (riprap) in bank stabilization by using bioengineering techniques whenever possible. If riprap is utilized for bank stabilization, extend it below low-water elevation to provide aquatic habitat.

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(USFWS)

15. Restrict below low-water work in streams to placement of culverts, piers, pilings, and/or footings, shaping of the spill slopes around the bridge abutments, and placement of riprap. (USFWS)

16. Culverts should span the active stream channel, should be either embedded or a 3-sided or open-arch culvert, and be installed where practicable on an essentially flat slope. When an open-bottom culvert or arch is used in a stream, which has a good natural bottom substrate, such as gravel, cobbles, and boulders, the existing substrate should be left undisturbed beneath the culvert to provide natural habitat for the aquatic community. (USFWS)

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: An Early Coordination packet was sent to regulatory agencies on March 13, 2020 with a response deadline of April 13, 2020. INDOT and FHWA are automatically contacted as a part of all federally funded transportation projects. The Early Coordination packet contained project graphics and ground-level photographs of the project area. A sample of the Early Coordination letter that was sent to the regulatory agencies can be found in Appendix C, pages 1 to 2. Responses received from agencies are listed below. Agencies that did not issue a response to the Early Coordination Packet are marked as "No Response Received".

Agency	Response Date
IGS	March 16, 2020
IDEM	March 13, 2020
NRCS	March 17, 2020
USCG, Eight District	June 5, 2020
USFWS	June 9, 2020
IDNR	April 9, 2020
USFWS IPaC Species List	April 6, 2020
IPaC Concurrence Letter	April 6, 2020
Ripley County Surveyor	March 16, 2020
National Park Service	No Response Received
US Department of Housing and Urban Development	No Response Received
USACE Louisville District	No Response Received
Ripley County Floodplain Administrator	No Response Received
Ripley County Council	No Response Received
Ripley County Highway Department	No Response Received
Old Mill Campground and Flea Market	No Response Received
Friendship Volunteer Fire Department	No Response Received

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Appendix A

CE Threshold Chart

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	Concurrence by INDOT District Environmental or Environmental Services	Yes	Yes	Yes	Yes
<ul style="list-style-type: none"> • District Env. Supervisor • Env. Services Division • FHWA 				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.