

**Indiana Department of Transportation**

County Montgomery

Route State Route (SR) 234

Des. No. 1800155

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

<b>Road No./County:</b>	<b>State Route (SR) 234</b>
<b>Designation Number:</b>	<b>1800155</b>
<b>Project Description/Termini:</b>	<b>Small Structure Replacement</b> 6.55 miles West of SR 75 Termini: 210 feet East and West of the structure

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):

<b>X</b>	<b>Categorical Exclusion, Level 2</b> – The proposed action meets the criteria for Categorical Exclusion Manual Level 2 - table 1, CE Level Thresholds. Required Signatories: ESM (Environmental Scoping Manager)
	<b>Categorical Exclusion, Level 3</b> – The proposed action meets the criteria for Categorical Exclusion Manual Level 3 - table 1, CE Level Thresholds. Required Signatories: ESM, ES (Environmental Services Division)
	<b>Categorical Exclusion, Level 4</b> – The proposed action meets the criteria for Categorical Exclusion Manual Level 4 - table 1, CE Level Thresholds. Required Signatories: ESM, ES, FHWA
	<b>Environmental Assessment (EA)</b> – 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**

N/A			2-9-2021
_____	_____	_____	_____
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: \_\_\_\_\_ Date: \_\_\_\_\_

Name and Organization of CE/EA Preparer: Matthew Kestner/ Burgess & Niple, 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 <input type="checkbox"/>	No <input checked="" type="checkbox"/>
If No, then: Opportunity for a Public Hearing Required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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

Remarks:

Notice of Entry letters were mailed to potentially affected property owners near the project area on July 18, 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, page G-2.

**Project Does Meet**

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

**Public Controversy on Environmental Grounds**

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

Remarks:

**No controversy**

At this time, there is no substantial public 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: Crawfordsville  
Local Name of the Facility: SR 234

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**

Based on the May 6, 2020 Abbreviated Engineer’s Report (Appendix I, page I-7), the existing small structure is exhibiting severe signs of deterioration. There is heavy rusting throughout the structure, and the headwalls have heavy spalling with exposed rebar at both ends of the structure. The structure does not meet current design standards and is hydraulically undersized to handle the design flow. The existing headwall is within the clear zone and represents a safety hazard for vehicles departing the roadway. Based on the May 12, 2020 Culvert inspection report, the culvert has an overall rating of 4 (poor) (Appendix I, page I-19).

**Purpose**

Improve the safety, condition, and performance of this crossing to current standards and hydraulic requirements while extending the service life by at least 75 years.

**PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):**

County: Montgomery Municipality: Clark Township

Limits of Proposed Work: 210 ft East and West of CV-234-054-46.50

Total Work Length: 0.079 Mile(s) Total Work Area: 0.412 Acre(s)

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

Yes <sup>1</sup>	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>
Date: <input style="width: 100%;" type="text"/>	

<sup>1</sup>If 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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**Location**

6.55 miles West of SR 75  
Montgomery County, Indiana  
Section 16, Township 17N, Range 3W  
Latitude/Longitude: 39.915737, -86.752866  
(Appendix B, page B-2)

**Existing Conditions**

The existing roadway facility is classified as a rural major collector. The roadway is not part of the US national Highway System (NHS) nor the National Truck Network. The posted speed limit at the project location is 55 mph. There are two 11.5 ft wide driving lanes without shoulders. According to the Abbreviated Engineers Report (Appendix I, page I-7) the existing structure consists of three 2 ft. diameter corrugated metal pipes (CMP). The structure has a length of 30 ft with a skew of 30 degrees to the roadway. A headwall exists at both ends of the structure.

**Preferred Alternative**

The preferred alternative is to replace the existing structure with a 84 ft long, 3 ft tall, 6 ft wide reinforced concrete box (RCB) culvert sumped 18 in. with Class 1 riprap placed at the outlet and revetment riprap at the inlet to protect the structure from scour. The new roadway will include two 11.5 ft wide travel lanes with 2 ft usable shoulder on both sides of the road. The project will also involve the regrading of the surrounding ditch slopes to accommodate shoulder widening.

The Maintenance of Traffic (MOT) will require a full closure of SR 234. The detour route is covered in detail in the MOT section. The project impacts will only include what is necessary to replace the existing structure and provide hydraulic support for the new structure. This project has a total east to west length of 0.079 mi. (420 ft.) in order to complete the above plans. Construction of this project is not dependent on any other projects being completed. This project will meet the purpose and need by replacing the existing structure (CV-234-054-46.50) to remedy the age-related distresses that the structure exhibits and extending the service life approximately 75 years. The project plans are included in Appendix B, page B-12.

**OTHER ALTERNATIVES CONSIDERED:**

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

**Alternative 1: 6 ft x 3 ft RCB with guardrail**

This alternative uses the same structure as the preferred alternative but adds guardrail to both sides of SR 234 and shortens the structure length to 64 ft. Class 1 Riprap will be placed at the outlet and revetment riprap at the inlet to protect the structure from scour. The new roadway will include two 11.5 ft wide travel lanes with 2 ft usable shoulder on both sides of the road. The project will also involve the regrading of the surrounding ditch slopes to accommodate shoulder widening. This alternative has similar environmental impacts as the preferred alternative but costs more, therefore this alternative was removed from consideration.

**Alternative 2: 1.92 ft Cured in Place Pipe (CIPP) Liner**

This alternative will rehabilitate the existing structure using a 1.92 ft diameter CIPP liner, installation of a Class I riprap apron for scour protection and reconstruct the headwalls. This alternative has similar environmental impacts as the preferred alternative and addresses the condition of the structure, it does not correct the hydraulic and safety deficiencies, therefore was removed from consideration.



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

Remarks:

**Presence**  
 The existing culvert, CV-234-054-46.50, carries SR 234 over a drainage swale. The structure consists of three 2 ft. diameter CMPs. The structure has a length of 30 ft with a skew of 30 degrees to the roadway. A headwall exists at both ends of the structure. According to the May 12, 2020 Culvert Inspection Report, (Appendix I, page I-19), the culvert has a condition rating of 4 (poor). There is heavy rusting throughout the structure and the headwalls have heavy spalling with exposed rebar at both ends of the structure. See Appendix B, pages B-5 to B-11, for site photographs of the structure. Refer to project description for details of replacement.

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

**MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:**

	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 a full closure of SR 234 with detour due to the type of work. The proposed official detour will utilize SR 75, SR 236, and US 231 (Appendix B, page B-14). The detour length is approximately 24 miles. Due to the overall length of the detour and the rural setting, it is anticipated that locals will use county roads as a detour. It is anticipated that road closure will be required for approximately 2 months. Access to adjoining properties shall be maintained during construction.

The closures/lane restrictions will pose a temporary inconvenience to traveling motorists (including school buses and emergency services); however, no significant delays are anticipated, and all inconveniences will cease upon project completion. Delays may occur during construction but will cease with project completion.

**ESTIMATED PROJECT COST AND SCHEDULE:**

Engineering: \$ 145,480 (2020) Right-of-Way: \$ 8,000 (2022) Construction: \$ 223,561 (2023)  
 Anticipated Start Date of Construction: Fall 2022  
 Date project incorporated into STIP Fiscal Year (FY) 2020-2024 Indiana State Transportation Improvement Program (STIP), Amendment 27, approved August 26, 2020

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

If yes,

Name of MPO \_\_\_\_\_

Location of Project in TIP \_\_\_\_\_

Date of incorporation by reference into the STIP \_\_\_\_\_

**RIGHT OF WAY:**

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	-	-
Commercial	-	-
Agricultural	0.81	-
Forest	-	-
Wetlands	-	-
Other:	-	-
Other:	-	-
TOTAL	0.81	-

*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 existing right-of-way (ROW) through the project area was thought to be 40 ft on either side of the roadway centerline. Land grants for this corridor were not filed in a timely manner. The Title and Encumbrance Reports also indicate the neighboring properties are described to the centerline of the roadway. Therefore, the exiting ROW is taken to the edge of pavement, requiring re-acquisition.

**Right-of-way required**  
 The project requires approximately 0.81 acre of permanent ROW re-acquisition will occur to both the north and south of SR 234 surrounding CV-234-054-46.50 in the adjacent agricultural fields. The project does not require temporary ROW.

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**

	<b><u>Presence</u></b>	<b><u>Impacts</u></b>	
		<b>Yes</b>	<b>No</b>
<b>Streams, Rivers, Watercourses &amp; Jurisdictional Ditches</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Federal Wild and Scenic Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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


Remarks:

**No presence, no impact**  
 Based on a desktop review, a site visit on October 16, 2019 by B&N, the aerial map of the project area (Appendix B, page B-4), and the water resources map in the Red Flag Investigation (RFI) report (Appendix E, page E-2), there are five (5) streams located within the 0.5 mile search radius. There are no streams, rivers, watercourses, jurisdictional ditches present within or adjacent to the project area. The Approved Engineers Report, Design Plans, and RFI report mentions that there is an Unnamed Tributary (UNT) to Little Raccoon Creek within the project area; the Waters of the U.S. (WOTUS) Determination/ Wetland Delineation Report determined no stream present within the project area.

No Federal, Wild and Scenic Rivers; State Natural, Scenic, and Recreational Rivers; Outstanding Rivers for Indiana; navigable waterways or National Rivers Inventory waterways are present in the project area.

**Waters Report**  
 A *WOTUS Determination / Wetland Delineation Report* was approved by INDOT – Ecology and Waterway Permitting Office on April 21, 2020. Please refer to Appendix F for the *WOTUS Determination / Wetland Delineation Report*. It was determined that no streams are present within the project area. The U.S. Army Corps of Engineers (USACE) makes all final determinations regarding jurisdiction.

**Early Coordination**  
 Early coordination letters were sent to on March 27, 2020. U.S. Army Corps of Engineers (USACE) did not respond to the early coordination letter. U.S. Fish & Wildlife Service (USFWS) responded on April 7, 2020, with standard recommendations regarding the avoidance and minimization of stream impacts (Appendix C, page C-11). The IDNR-Division of Fish & Wildlife responded on May 21, 2020 with recommendations to avoid and minimize impacts to fish, wildlife, and botanical resources to the greatest extent possible, and compensate for impacts. They provided recommendations for crossing structures, bank stabilization, and riparian habitat (Appendix C, page C-8). An automated letter was generated from IDEM on March 27, 2020 (Appendix C, page C-13). All applicable USFWS and IDNR recommendations are included in the Environmental Commitments section of this CE document.

<b>Other Surface Waters</b>	<b><u>Presence</u></b>	<b><u>Impacts</u></b>	
		<b>Yes</b>	<b>No</b>
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:

**No presence, no impact**  
 Based on a desktop review, a site visit on October 16, 2019 by B&N, the aerial map of the project area (Appendix B, page B-4), and the water resources map in the RFI report (Appendix E, page E-2), there is one (1) lake located within the 0.5 mile search radius. There are no other surface waters present within or adjacent to the project area.



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**Waters Report**

A *WOTUS Determination / Wetland Delineation Report* was approved by INDOT – Ecology and Waterway Permitting Office on April 21, 2020. Please refer to Appendix F for the *WOTUS Determination / Wetland Delineation Report*. It was determined that no lakes are present within the project area. The U.S. Army Corps of Engineers (USACE) makes all final determinations regarding jurisdiction.

**Early Coordination**

Early coordination letters were sent to on March 27, 2020. U.S. Army Corps of Engineers (USACE) did not respond to the early coordination letter. U.S. Fish & Wildlife Service (USFWS) responded on April 7, 2020, with standard recommendations implementing erosion and sediment control methods on areas of disturbed soil (Appendix C, page C-11). The IDNR-Division of Fish & Wildlife responded on May 21, 2020 with recommendations to avoid and minimize impacts to fish, wildlife, and botanical resources to the greatest extent possible, and compensate for impacts. (Appendix C, page C-8). An automated letter was generated from IDEM on March 27, 2020 (Appendix C, page C-13). All applicable USFWS and IDNR recommendations are included in the Environmental Commitments section of this CE document.

**Presence**

**Impacts**

Yes

No

**Wetlands**




Total wetland area: 0 acre(s)

Total wetland area impacted: 0 acre(s)

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

Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments

**Documentation**

**ES Approval Dates**

**Wetlands (Mark all that apply)**

- Wetland Determination
- Wetland Delineation
- USACE Isolated Waters Determination
- Mitigation Plan

X

April 21, 2020

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

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


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

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Remarks:

**No presence, no impact**  
 Based on a review of the National Wetlands Inventory (NWI) online mapper (<https://www.fws.gov/wetlands/data/Mapper.html>), a site visit on October 16, 2019 by B&N, the USGS topographic map (Appendix B, page B-3), and the RFI report (Appendix E) there are three (3) wetlands located within the 0.5 mile search radius. There are no wetlands present within or adjacent to the project area.

**Waters Report**  
 A *WOTUS Determination / Wetland Delineation Report* was approved by INDOT – Ecology and Waterway Permitting Office on April 21, 2020. Please refer to Appendix F for the *WOTUS Determination / Wetland Delineation Report*. It was determined that no wetlands are present within the project area. The U.S. Army Corps of Engineers (USACE) makes all final determinations regarding jurisdiction.

**Early Coordination**  
 Early coordination letters were sent to on March 27, 2020. U.S. Army Corps of Engineers (USACE) did not respond to the early coordination letter. U.S. Fish & Wildlife Service (USFWS) responded on April 7, 2020, with standard recommendations regarding not clearing trees and vegetation outside of the construction boundaries and implementing temporary erosion and sediment control methods within areas of disturbed soil (Appendix C, page C-11). The IDNR-Division of Fish & Wildlife responded on May 21, 2020 with recommendations to avoid and minimize impacts to fish, wildlife, and botanical resources to the greatest extent possible, and compensate for impacts. (Appendix C, page C-8). An automated letter was generated from IDEM on March 27, 2020 (Appendix C, page C-13). All applicable IDNR recommendations are included in the Environmental Commitments section of this CE document.

	<b><u>Presence</u></b>	<b><u>Impacts</u></b>	
		Yes	No
<b>Terrestrial Habitat</b>	<b>X</b>	<b>X</b>	
Unique or High Quality Habitat			

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

Remarks:

**Presence, with impacts**  
 Based on a desktop review, a site visit on October 16, 2019 by B&N, the aerial map of the project area (Appendix B, page B-4), there are agricultural fields surrounding SR 234 with grassy drainage swales within the majority of the project area. There will be 0.412 acre of ground disturbance for the new culvert, placement of riprap, and shoulder widening and ditch regrading in order to complete the project. This ground disturbance primarily consists of the disturbed embankments and swales. A small portion of disturbance (<0.001 acre) will be to adjacent farmland. Mitigation is not anticipated.

**Early Coordination**  
 Early coordination letters were sent to on March 27, 2020. U.S. Army Corps of Engineers (USACE) did not respond to the early coordination letter. U.S. Fish & Wildlife Service (USFWS) responded on April 7, 2020, with standard recommendations (Appendix C, page C-11). The IDNR-Division of Fish & Wildlife responded on May 21, 2020 with recommendations to avoid and minimize impacts to fish, wildlife, and botanical resources to the greatest extent possible, and compensate for impacts. They provided standard recommendations for crossing structures, riprap/scour protection, riparian habitat, and coordinating with the Indiana Department of Environmental Management (IDEM) for wetland impacts (Appendix C, page C-8). An automated letter was generated from IDEM on March 27, 2020 (Appendix C, page C-13). All applicable IDNR recommendations are included in the Environmental Commitments section of this CE document.

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*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.*

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

**Outside karst area**  
 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 B-3), the RFI report (Appendix E), 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 exist in the project area (Appendix C, page C-5). IGS noted that the project area has moderate liquefaction potential, it has a 1% annual chance flood hazard, moderate potential bedrock resource, low potential sand and gravel resource, and no active or abandoned mineral resources extraction sites. Response from IGS has been communicated with the designer on November 23, 2020. No impacts are expected.

	<b><u>Presence</u></b>	<b><u>Impacts</u></b>	
		<b>Yes</b>	<b>No</b>
<b>Threatened or Endangered Species</b>			
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?	<b>Yes</b>	<b>No</b>	
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

Remarks:

Based on a desktop review and the RFI report (Appendix E), approved by INDOT-Site Assessment & Management (SAM) on April 7, 2020 the IDNR Montgomery Endangered, Threatened and Rare (ETR) Species List has been checked and is included in (Appendix E, page E-11). The highlighted species on the list reflect the federal and state identified ETR species located within the county. According to the IDNR-DFW early coordination response letter dated May 21, 2020 (Appendix C, page C-8), the Natural Heritage Program's Database has been checked and to date, no plant or animal species listed as state or federally threatened, endangered or rare have been reported to occur in the project vicinity.

**Indiana Bat and Northern Long-Eared Bat**

**Bats, Programmatic Informal Consultation – No Effect**  
 Project information was submitted through the USFWS's Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C, page C-21). 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

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The project qualifies for the *Range-wide Programmatic Informal Consultation for the Indiana bat and northern long-eared bat (NLEB)*, dated May 2016 (revised February 2018), between FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS. An effect determination key was completed on November 12, 2020, and based on the responses provided, the project was found to be “no effect” the Indiana bat and/or the NLEB (Appendix C, page C-27).

**Rusty Patched Bumble Bee**

**Rusty Patched Bumble Bee, outside high potential zone**

The RFI report was approved on April 7, 2020 (Appendix E). Project information was submitted through the USFWS’s Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C, page C-8). This project is located outside a High Potential Zone for the Rusty Patched Bumble Bee. Therefore, no impacts are expected.

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**

**Drinking Water Resources**

- Wellhead Protection Area
- Public Water System(s)
- Residential Well(s)
- Source Water Protection Area(s)
- Sole Source Aquifer (SSA)

	<u>Presence</u>	<u>Impacts</u>	
		<u>Yes</u>	<u>No</u>
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)	<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:

- Is the Project in the St. Joseph Aquifer System?
- Is the FHWA/EPA SSA MOU Applicable?
- Initial Groundwater Assessment Required?
- Detailed Groundwater Assessment Required?

	<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**

**Outside of Sole Source Aquifer (SSA)**

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

**Wellhead Protection Area and Source Water**

**Not located in a Wellhead Protection Area or Source Water Area**

The Indiana Department of Environmental Management’s Wellhead Proximity Determinator website (<http://www.in.gov/idem/cleanwater/pages/wellhead/>) was accessed on November 24, 2020 by B&N. This project is not located within a Wellhead Protection Area or Source Water Area. No impacts are expected.

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**Water Wells**  
No wells present, no impacts  
 The Indiana Department of Natural Resources Water Well Record Database website (<https://www.in.gov/dnr/water/3595.htm>) was accessed on December 28, 2020 by B&N. No wells are located near this project. Therefore, no impacts are expected.

**Urban Area Boundary**  
Not in an Urban Area Boundary Location  
 Based on a desktop review of the INDOT MS4 website (<https://entapps.indot.in.gov/MS4/>) by B&N on December 28, 2020, and the RFI report; this project is not located in an Urban Area Boundary location. No impacts are expected.

**Public Water System**  
Not in a Public Water System Location  
 Based on a desktop review, a site visit on December 28, 2020 by B&N, the aerial map of the project area (Appendix B, page B-4), 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Project located within a regulated floodplain	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Homes located in floodplain within 1000' up/downstream from project	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

Remarks:

**Not in floodplain**  
 The Indiana Department of Natural Resources Indiana Floodway Information Portal website (<http://dnrmmaps.dnr.in.gov/appsphp/fdms/>) was accessed on December 28, 2020 by B&N. This project is not located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix I, page I-6). Therefore, it does not fall within the guidelines for the implementation of 23 CFR 650, 23 CFR 771, and 44 CFR. No impacts are expected.

Farmland	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
Agricultural Lands	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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\* 158  
 \*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:

**Presence, score under 160**  
 Based on a desktop review, a site visit on April 22, 2020 by B&N, the aerial map of the project area (Appendix B, page 4), the project will convert 0.81 of farmland as defined by the Farmland Protection Policy Act. An early coordination letter was sent on March 27, 2020, to Natural Resources Conservation Services (NRCS). Coordination with NRCS resulted in a score of 158 on the NRCS-CPA-106 Form (Appendix C, page C-34). NRCS's threshold score for significant impacts to farmland that result in the consideration of alternatives is 160. Since this project score is less than the threshold, no significant loss of prime, unique, statewide, or local important farmland will result from this project. No alternatives other than those

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previously discussed in this document will be investigated without reevaluating impacts to prime farmland.

**SECTION C – CULTURAL RESOURCES**

	<b>Category</b>	<b>Type</b>	<b>INDOT Approval Dates</b>	<b>N/A</b>
Minor Projects PA Clearance	A	9	January 21, 2021	<input type="checkbox"/>
	B	9	January 21, 2021	<input type="checkbox"/>

**Eligible and/or Listed Resource Present**

**Results of Research**

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

**Project Effect**

No Historic Properties Affected  No Adverse Effect  Adverse Effect

**Documentation Prepared**

**Documentation** (mark all that apply)

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

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.*

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Remarks:

**Minor Project PA Category B projects**

On January 21, 2021 the INDOT Cultural Resource Office (CRO) determined that this project falls within the guidelines of Category A, Type 9 & Category B, Type 9 under the Minor Projects Programmatic Agreement, (Appendix D, page D-2). A-9: Installation, repair, or replacement of erosion control measures along roadways, waterways, and bridge piers within previously disturbed soils. B-9: Installation, replacement, lining, or extension of culverts and other drainage structures under the conditions that work occurs in previously disturbed soils, and work does not occur adjacent to or within the National Register-listed or National Register-eligible district or individual above-ground resource, and the structure exhibits no wood, stone, or brick structures or parts therein. 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 type="checkbox"/>	<input type="checkbox"/>	<input 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"/>

**Evaluations Prepared**

		<u>FHWA Approval date</u>
Programmatic Section 4(f)*	<input type="checkbox"/>	
“De minimis” Impact*	<input type="checkbox"/>	
Individual Section 4(f)	<input type="checkbox"/>	<input type="text"/>

**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"/>

**Evaluations Prepared**

		<u>FHWA Approval date</u>
Programmatic Section 4(f)*	<input type="checkbox"/>	
“De minimis” Impact*	<input type="checkbox"/>	
Individual Section 4(f)	<input type="checkbox"/>	<input type="text"/>

**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"/>

**Evaluations Prepared**

		<u>FHWA Approval date</u>
Programmatic Section 4(f)*	<input type="checkbox"/>	
“De minimis” Impact*	<input type="checkbox"/>	
Individual Section 4(f)	<input type="checkbox"/>	<input type="text"/>

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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:

**No presence, no impact**

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 April 22, 2020 by B&N, the aerial map of the project area (Appendix B, page B-4), and the RFI report (Appendix E) there is no 4(f) resources located within the 0.5 mile search radius. There are no Section 4(f) resources within or adjacent to the project area. Therefore, no use is expected.

**Section 6(f) Involvement**

**Presence**

**Use**

**Section 6(f) Property**

**Yes**

**No**



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

Remarks:

**No presence, no impact**

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 Land and Water Conservation Fund (LWCF) website at <https://www.in.gov/indot/2523.htm> revealed a total of twelve (12) properties in Montgomery County (Appendix I, page I-2). None of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to 6(f) resources as a result of this project.

**SECTION E – Air Quality**

**Air Quality**

**Conformity Status of the Project**

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

**Yes**

**No**



If YES, then:

Is the project in the most current MPO TIP?



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:

**STIP/TIP**  
 This project is included in the Fiscal Year (FY) 2020 – 2024 Statewide Transportation Improvement Program (STIP) (Appendix H, page H-2).

**Attainment Status**  
**Attainment area**  
 This project is located in Montgomery County, which is currently in attainment for all criteria pollutants according to the U.S. Environmental Protection Agency Green Book. Therefore, the conformity procedures of 40 CFR Part 93 do not apply.

**MSAT**  
**MSAT Level 1a Analysis**  
 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
<b>ES Review of Noise Analysis</b>	<input type="checkbox"/>	<input type="checkbox"/>

Remarks:

**Type III Project**  
 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"/>

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Remarks:

The MOT for the project will require a full closure of SR 234 with detour due to the type of work. The proposed detour will utilize SR 75, SR 236, and US 231 (Appendix B, page B-14). The detour length is approximately 24 miles. Due to the overall length of the detour and the rural setting, it is anticipated that locals will use county roads as a detour. It is anticipated that road closure will be required for approximately 2 months. Access to adjoining properties shall be maintained during construction.

The closures/lane restrictions will pose a temporary inconvenience to traveling motorists (including school buses and emergency services); however, no significant delays are anticipated, and all inconveniences will cease upon project completion. Delays may occur during construction but will cease with project completion. There is an approved Transition Plan for Montgomery County; however, there is no ADA infrastructure within the project area.

### 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.

No relocations of people, businesses, or farms will take place as a result of these projects. The projects are not expected to cause any significant community cohesion, indirect, or cumulative impacts. These projects will not add capacity to the roadway, nor is it intended to change the surrounding properties.

### 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:

**No presence, no impact**

Based on a desktop review, a site visit on April 22, 2020 by B&N, the aerial map of the project area (Appendix B, page B-4), and the RFI report (Appendix E) there are no public facilities within the 0.5 mile search radius. There are no public facilities within or adjacent to the project area. Access to all properties will be maintained during construction. Therefore, no impacts are expected.

### 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"/>

This is page 18 of 22 Project name: SR 234 – Small Structure Replacement Date: February 5, 2021

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Remarks:

**EJ Analysis, No EJ Populations**

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 0.81 acre of ROW. There are no relocations. Therefore, an EJ Analysis is required.

Potential EJ impacts are detected by locating minority and low-income populations relative to a reference population to determine if populations of EJ concern exists and whether there could be disproportionately high and adverse impacts to them. The reference population may be a county, city or town and is called the community of comparison (COC). In this project, the COC is Montgomery County. The community that overlaps the project area is called the affected community (AC). In this project, the AC is Census Tract 9575. 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 2018 American Community Survey (ACS) 5-Year Estimates Data Profiles was obtained from the US Census Bureau Website <https://factfinder.census.gov/> on November 24, 2020 by B&N. The data collected for minority and low-income populations within the AC are summarized in the below table.

Table: Minority and Low-Income Data <sup>1</sup>		
	COC – Montgomery County	AC – Census Tract 9575, Montgomery County, Indiana
Percent Minority	2.21%	0.52%
125% of COC	2.76%	AC < 125% COC
EJ Population of Concern		No
Percent Low-Income	10.09%	12.11%
125% of COC	12.61%	AC < 125% COC
EJ Population of Concern		No

<sup>1</sup>United States Census Bureau, 2014-2018 American Community Survey (ACS)

AC-Census Tract 9575 has a percent minority of 0.52% which is below 50% and is below the 125% COC threshold. Therefore, Census Tract 9575 does not contain minority populations of EJ concern.

AC-Census Tract 9575 has a percent low-income of 12.11% which is below 50% and is below the 125% COC threshold. Therefore, Census Tract 9575 does not contain low-income populations of EJ concern.

**Conclusion**

The census data sheets, map, and calculations can be found in Appendix I, pages I-3 – I-5. 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.*

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Remarks:

Ongoing coordination is occurring with AT&T Distribution and Hendricks Power Cooperative regarding the overhead power lines to the north of the road. Temporary adjustments of the pole will be required in order to provide clearance for the project area. There will be no permanent utility relocations or temporary disruptions for this project.

**No Relocations**

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

### SECTION H – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

**Documentation**

**Hazardous Materials & Regulated Substances** (Mark all that apply)

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

	No	Yes/ Date
<b>ES Review of Investigations</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/> X/May 14, 2020

*Include a summary of findings for each investigation.*

Remarks:

**No presence**

Based on a review of GIS and available public records, a RFI was approved on May 14, 2020 by INDOT SAM (Appendix E). 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.

### SECTION I – PERMITS CHECKLIST

**Permits** (mark all that apply)

**Likely Required**

**Army Corps of Engineers (404/Section10 Permit)**

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

**IDEM**

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

**IDNR**

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

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Other  
Mitigation Required


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

Remarks:

**Permits**

No permits are likely required for this project.

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

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

**SECTION J- ENVIRONMENTAL COMMITMENTS**

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

Remarks:

**Firm:**

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

**For Further Consideration:**

- 1) 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)
- 2) Do not clear trees or understory vegetation outside of the construction boundaries. (USFWS)
- 3) Implement temporary erosion and sediment control methods within areas of disturbed soil. All disturbed soil areas upon project completion will be vegetated following INDOT's standard specifications. (USFWS)
- 4) 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)

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**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:

<b>Agency</b>	<b>Sent</b>	<b>Response</b>
IDEM	March 27, 2020	March 27, 2020
USACE	March 27, 2020	N/A
HUD	March 27, 2020	N/A
NPS	March 27, 2020	N/A
USFWS	March 27, 2020	April 7, 2020
NRCS	March 27, 2020	April 8, 2020
IGS	March 27, 2020	March 27, 2020
INDOT – Public Hearings	March 27, 2020	N/A
IDNR	March 27, 2020	May 21, 2020
Montgomery County Council	March 27, 2020	N/A
Montgomery County Commissioner Members	March 27, 2020	N/A
Montgomery County Surveyor	March 27, 2020	N/A
Montgomery County Emergency Management	March 27, 2020	N/A
Montgomery County Highway Department	March 27, 2020	N/A

# Appendices

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**Appendix A**

INDOT Supporting Documentation



## Categorical Exclusion Level Thresholds

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

<sup>1</sup>Coordinate with INDOT Environmental Services. INDOT will then coordinate with the appropriate FHWA Environmental Specialist.

<sup>2</sup>Any involvement with a bridge processed under the Historic Bridge Programmatic Agreement.

<sup>3</sup>Permanent and/or temporary right-of-way.

<sup>4</sup>AMMs = Avoidance and Mitigation Measures.

<sup>5</sup>AMMs 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”.

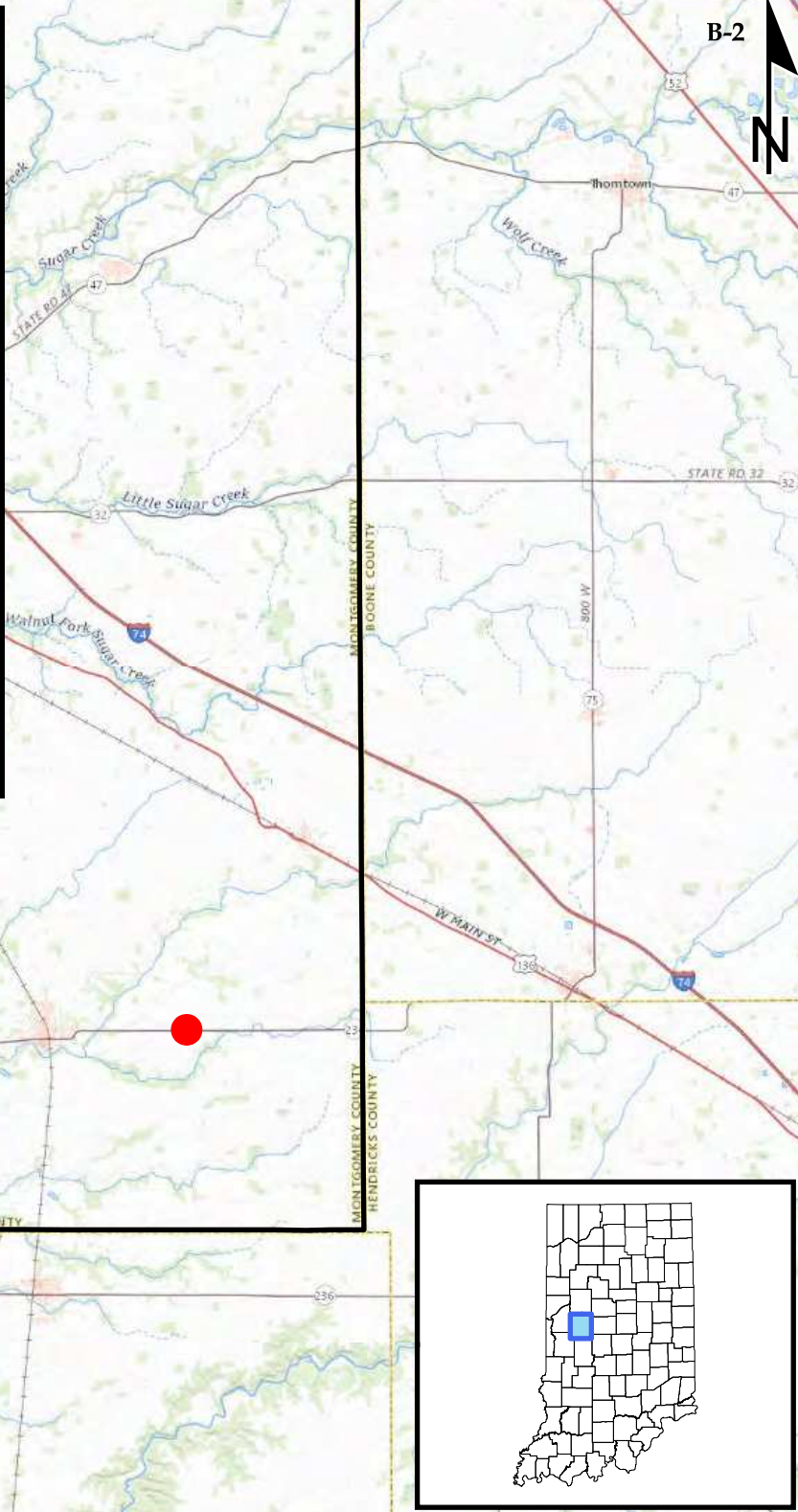
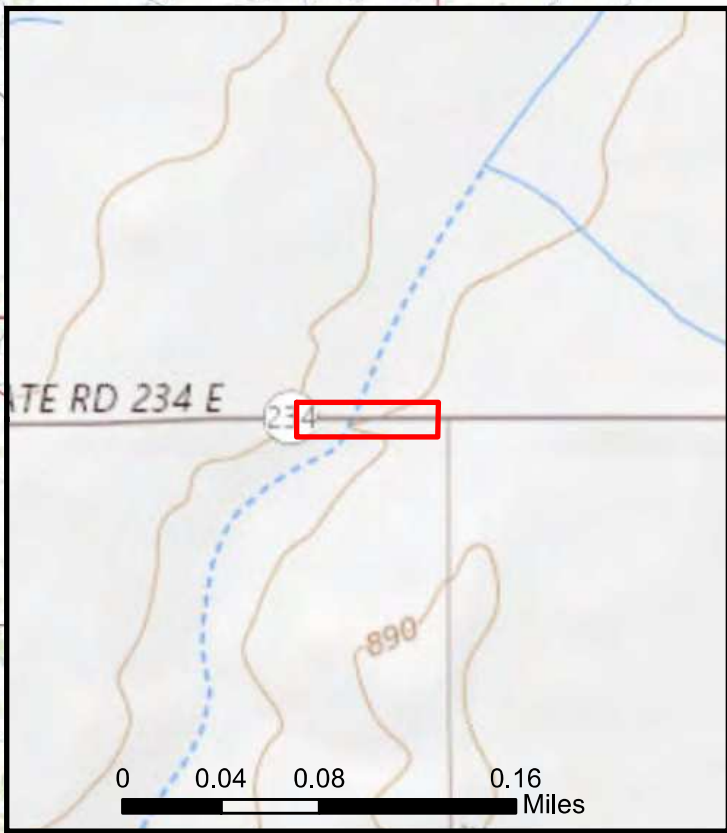
<sup>6</sup>Potential for causing a disproportionately high and adverse impact.

<sup>7</sup>Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.

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

## **Appendix B**

### Graphics



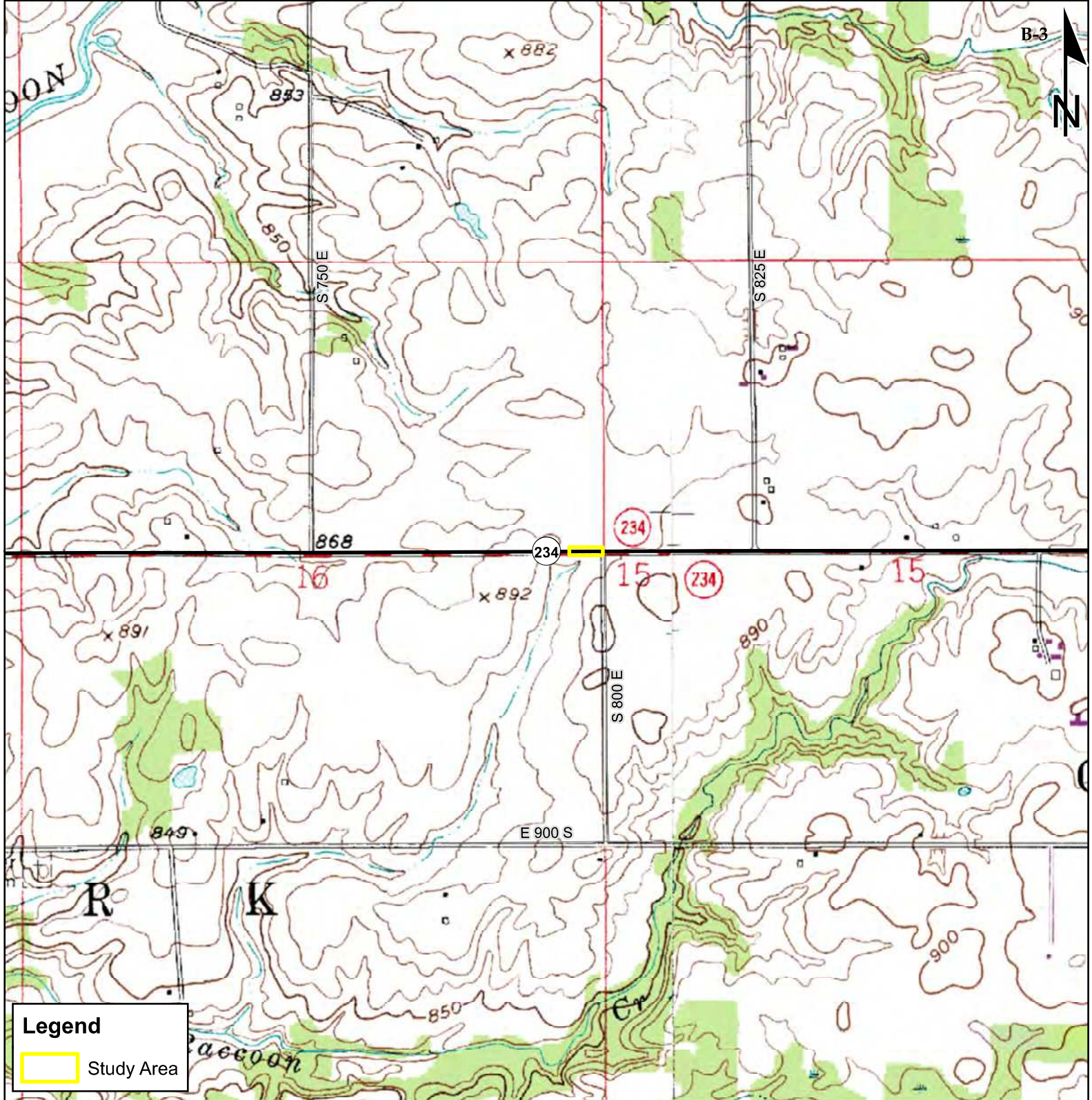
# Attachment 1

Indiana Dept. of Transportation (INDOT)  
 SR 234 - Culvert Replacement  
 Des. No.: 1800155  
 Montgomery County

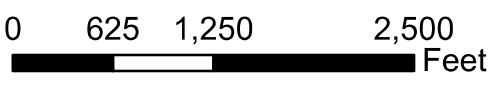
**Sources:**  
**Non Orthophotography**  
**Data** - Obtained from ESRI Online Services  
**Map Projection:** UTM Zone 16 N **Map Datum:** NAD83  
 Prepared By: Burgess & Niple

## Project Location Map

October 2019



**Legend**  
 [Yellow Box] Study Area



## Attachment 2

Indiana Dept. of Transportation (INDOT)  
 SR 234 - Culvert Replacement  
 Des. No.: 1800155  
 Montgomery County

**Sources:**  
**Non Orthophotography**  
**Data** - Obtained from the State of Indiana Geographical Information Office Library  
**Orthophotography** - Obtained from Indiana Map Framework Data ([www.indianamap.org](http://www.indianamap.org))  
**Map Projection:** UTM Zone 16 N **Map Datum:** NAD83


# USGS Topographic Map

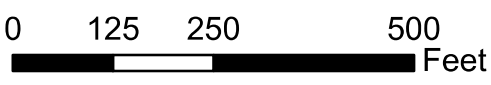
Prepared By: Burgess & Niple

October 2019



**Legend**

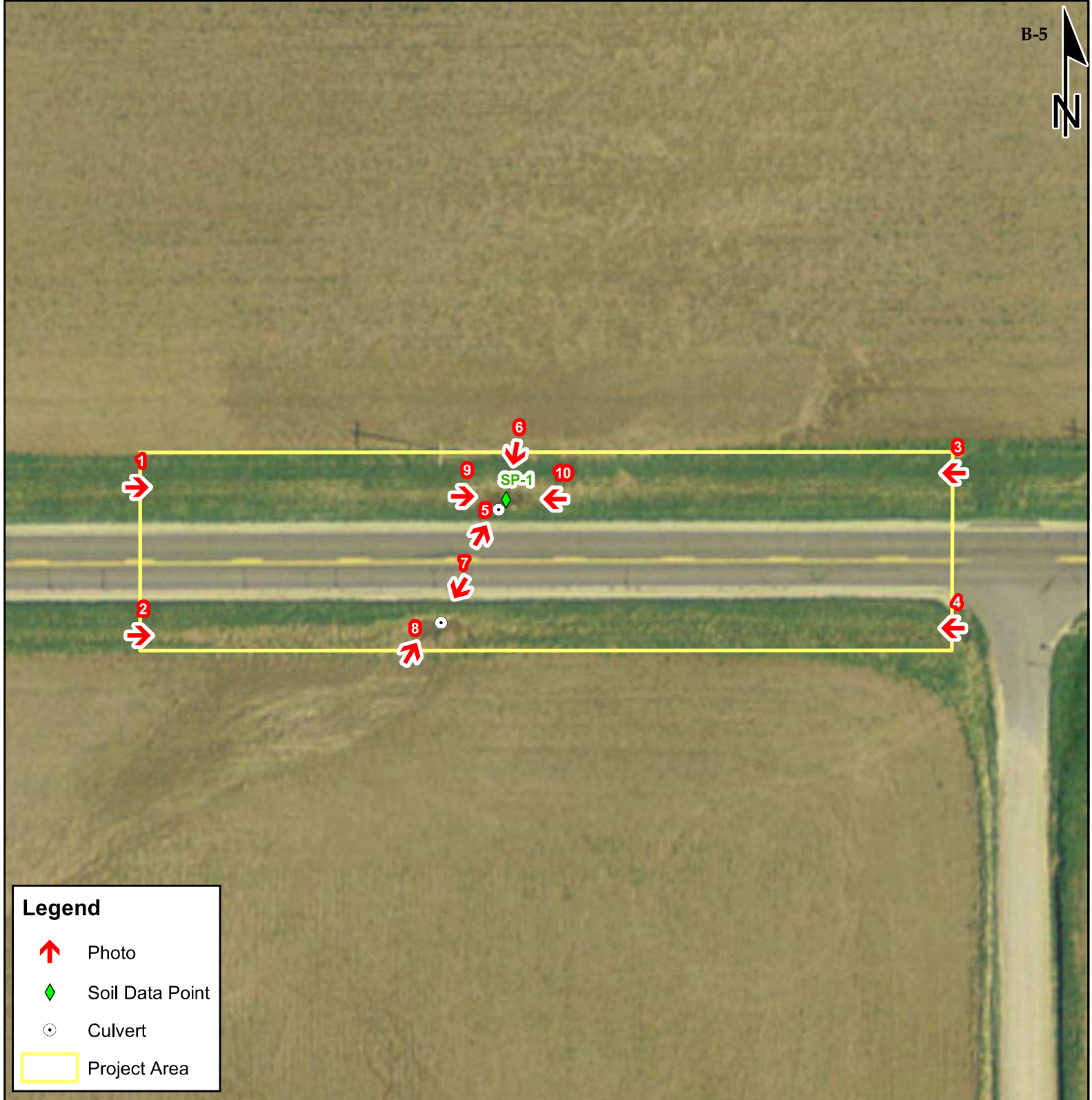
 Study Area







**Sources:**  
**Non Orthophotography**  
**Data** - Obtained from the State of Indiana Geographical Information Office Library  
**Orthophotography** - Obtained from Indiana Map Framework Data ([www.indianamap.org](http://www.indianamap.org))  
**Map Projection:** UTM Zone 16 N **Map Datum:** NAD83  
 Prepared By: Burgess & Niple

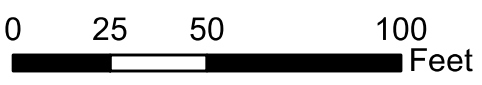
**Attachment 3**  
 Indiana Dept. of Transportation (INDOT)  
 SR 234 - Culvert Replacement  
 Des. No.: 1800155  
 Montgomery County

**Aerial Map**



**Legend**

-  Photo
-  Soil Data Point
-  Culvert
-  Project Area



# Attachment 8

Indiana Dept. of Transportation (INDOT)  
 SR 234 - Culvert Replacement  
 Des. No.: 1800155  
 Montgomery County

**Sources:**  
**Non Orthophotography**  
**Data** - Obtained from the State of Indiana Geographical Information Office Library  
**Orthophotography** - Obtained from Indiana Map Framework Data ([www.indianamap.org](http://www.indianamap.org))  
**Map Projection:** UTM Zone 16 N **Map Datum:** NAD83

## Photo Orientation Map

**INDIANA DEPARTMENT OF TRANSPORTATION (INDOT)  
STATE ROUTE 234 IN MONTGOMERY COUNTY, INDIANA  
SMALL STRUCTURE REPLACEMENT  
DES. NO.: 1800155  
ASSET ID #: CV 234-054-46.50  
SITE PHOTOGRAPHS  
OCTOBER 16, 2019**



**Photo 1:** Roadway embankment north of SR 234 and west of the project culvert, facing east.



**Photo 2:** Roadway embankment south of SR 234 and west of the project culvert, facing east.





**Photo 3:** Roadway embankment north of SR 234 and east of the project culvert, facing west.



**Photo 4:** Roadway embankment south of SR 234 and east of the project culvert, facing west.



**Photo 5:** Project culvert inlet north of SR 234, facing north.



**Photo 6:** Project culvert inlet north of SR 234, facing south.



**Photo 7:** Project culvert outlet south of SR 234, facing south.



**Photo 8:** Project culvert outlet south of SR 234, facing north.



**Photo 9:** Location of Soil Point 1 adjacent to culvert inlet north of SR 234.

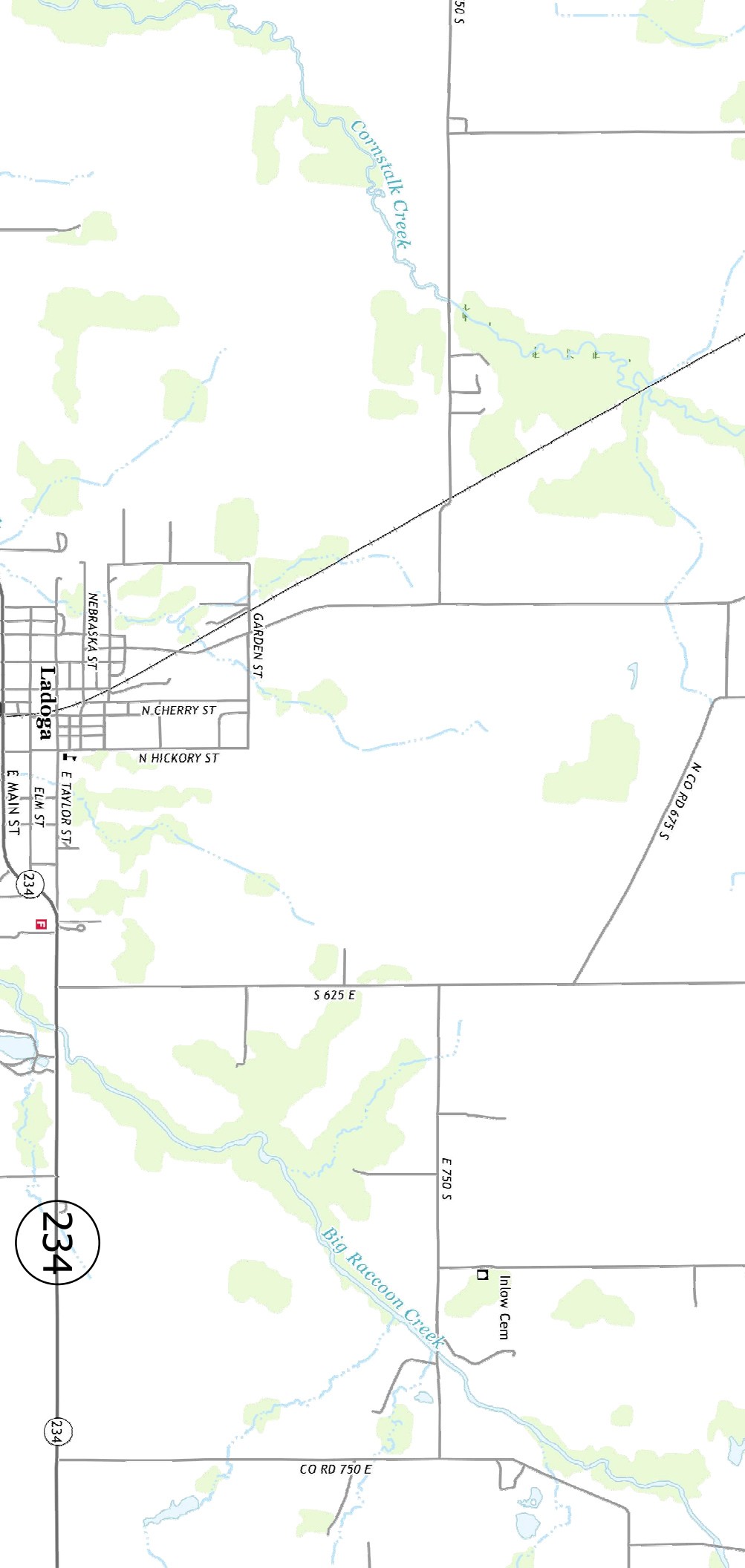


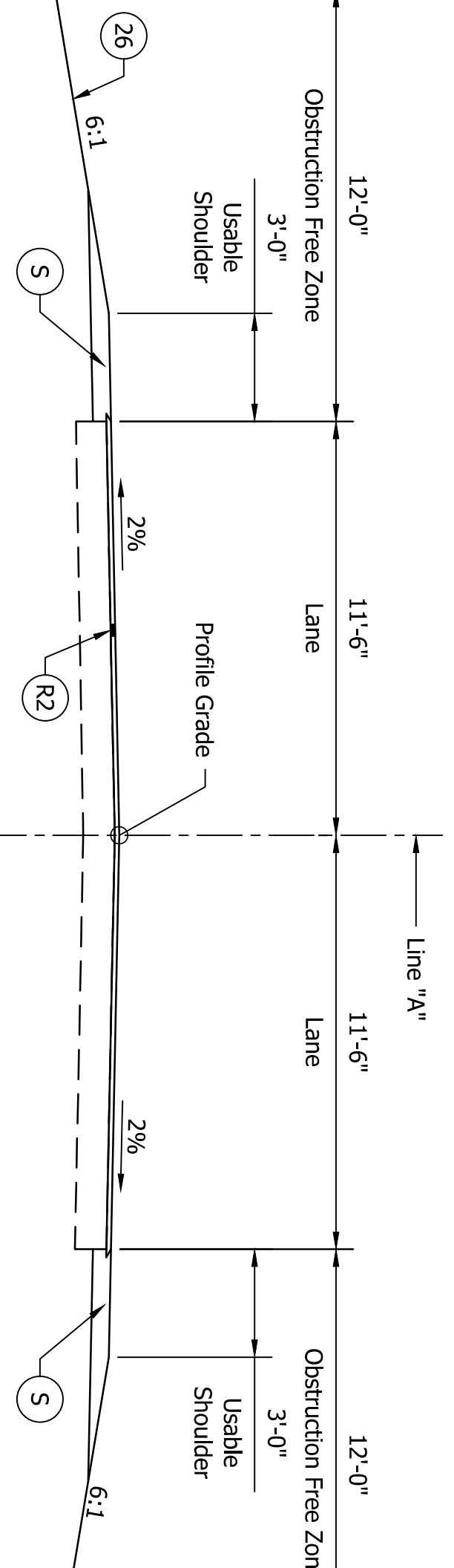
**Photo 10:** Hydric soils taken from Soil Point 1.

# 1800155 P.E. 1800155 R/W 1800155 CONST.

Replacement on SR 234 over Unnamed Tributary to Little Raccoon Creek, Located 6.55 Miles West of  
actions 16, Township 17 North, Range 3 West, Clark Township, Montgomery County, Indiana.

R. 3 W.



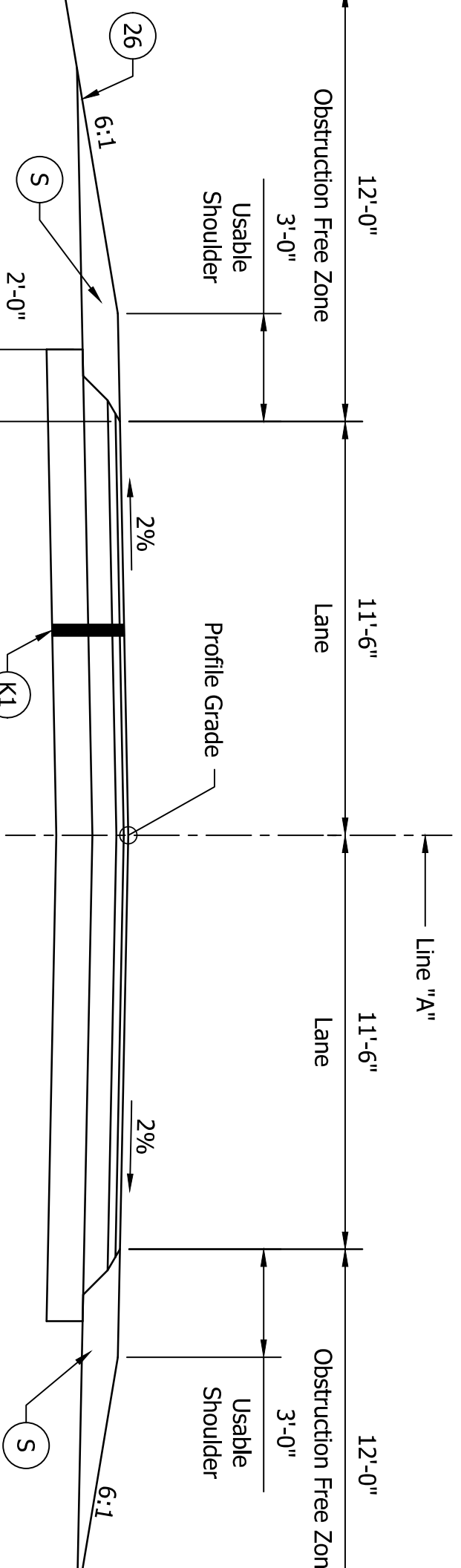


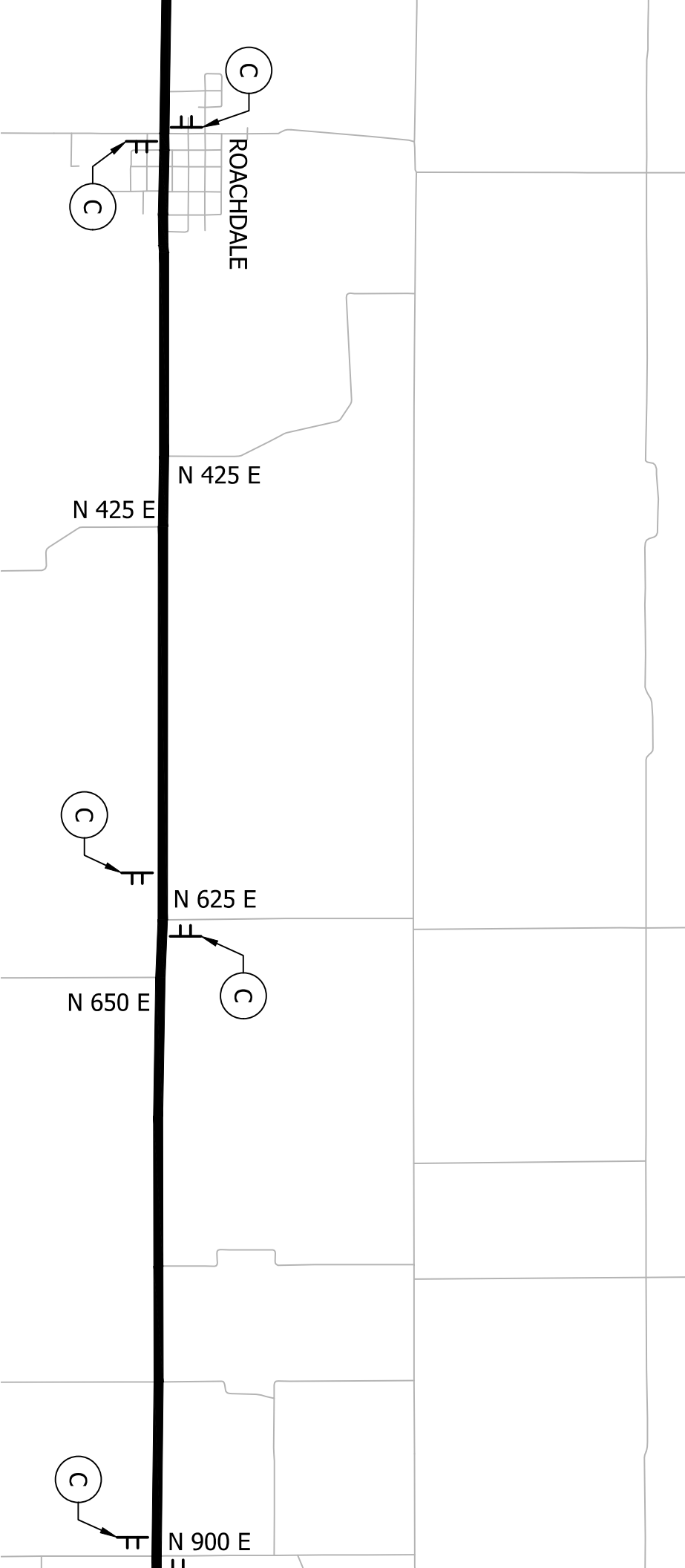
## WIDENING AND OVERLAY

Scale:  $\frac{1}{4}'' = 1'-0''$

Sta. 131+00.00 to Sta. 135+95.00

Sta. 133+25.00 to Sta. 135+20.00





4  
R AFTER  
Contractor to  
Provide Date

**ROAD  
CLOSED**

R11-2  
(48" x 30")

(6A)

**ROAD CLOSED  
XX.X MILES AHEAD  
LOCAL TRAFFIC ONLY**

**DETOUR**

R11-3  
(60" x 30")  
XM4-10 (R or L)  
(48" x 18")

(6B)

NOTES

3 W  
IP  
NTY

40' R/W

(FARM FIELD)

UNT TO LITTLE  
RACCOON CREEK  
FLOW

40' R/W

(FARM FIELD)

BRADLEY FARMS, INC. II

+94.2, 21.7' - 24" CMP  
+97.8, 21.4' - 24" CMP  
+01.0, 21.6' - 24" CMP

+00.00

Milling and Overlay  
w/ Wedge and Level & Shldr. Widening

+95.00

Full Depth  
Pavement

+25.00

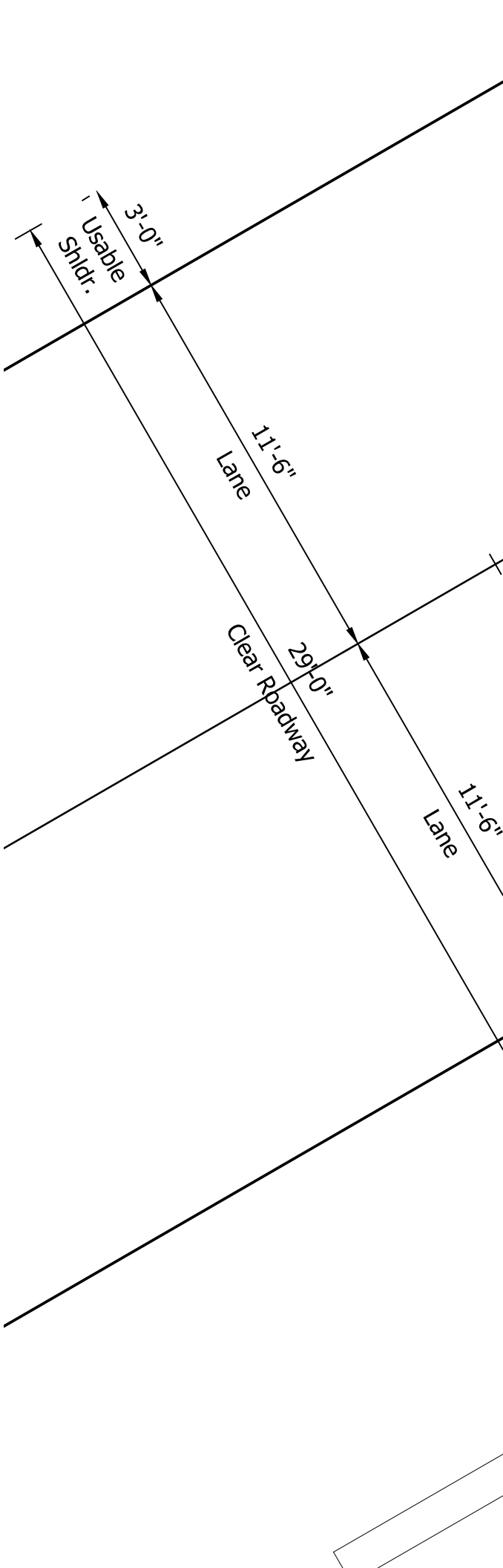
w/ Wedge

P.V.I. @ +90  
EL. 880.30  
350' V.C.

-1.10%

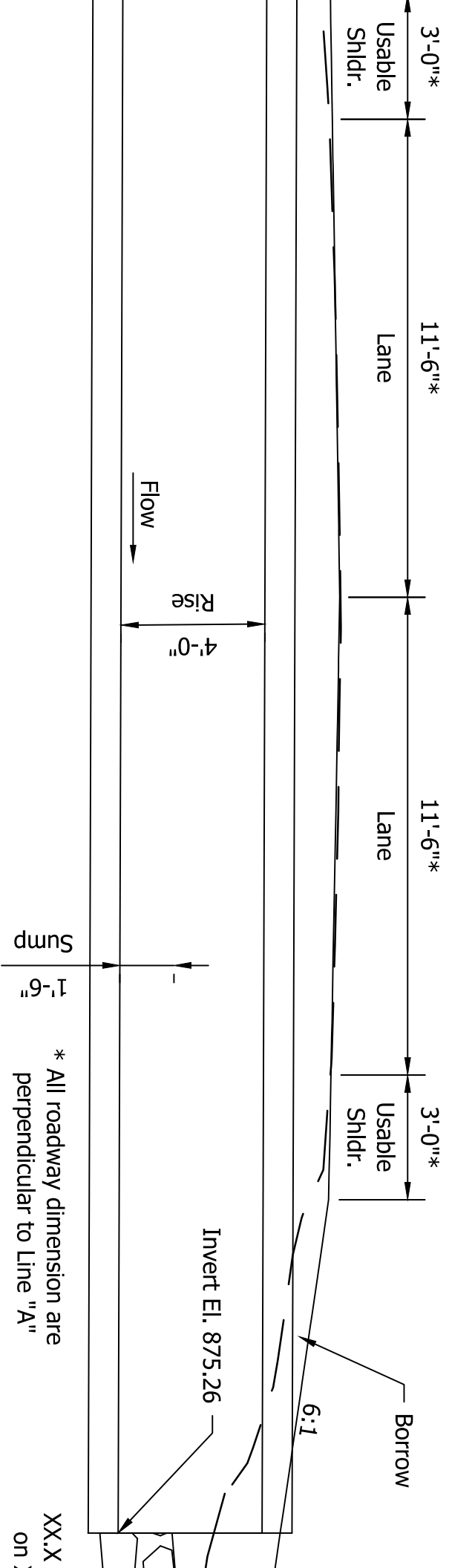
Proposed Profile Line "A"





**PLAN**

Scale: 1/4" = 1'-0"



\* All roadway dimension are perpendicular to Line "A"

XX.X on )

**TYPICAL SECTION ALONG Q OF STRUCTURE**

Scale: 1/4" = 1'-0"