

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

<b>Road No./County:</b>	State Road (SR) 14, Pulaski and Fulton Counties
<b>Designation Number(s):</b>	1800182
<b>Project Description/Termini:</b>	Road Improvement Project, Along SR 14 from the north junction of United States (US) 35 to SR 17

<b>X</b>	<b>Categorical Exclusion, Level 2</b> – Required Signatories: INDOT DE and/or INDOT ESD
	<b>Categorical Exclusion, Level 3</b> – Required Signatories: INDOT ESD
	<b>Categorical Exclusion, Level 4</b> – Required Signatories: INDOT ESD and FHWA
	<b>Environmental Assessment (EA)</b> – Required Signatories: INDOT ESD and FHWA
	<b>Additional Investigation (AI)</b> – The proposed action included a design change from the original approved environmental document. Required Signatories must include the appropriate environmental approval authority

**Approval**

_____	_____
INDOT DE Signature and Date	INDOT ESD Signature and Date
_____	
FHWA Signature and Date	

**Release for Public Involvement**

	<u>SFM</u> 10/06/2021	
	INDOT DE Initials and Date	INDOT ESD Initials and Date

**Certification of Public Involvement**

\_\_\_\_\_

INDOT Consultant Services Signature and Date

**INDOT DE/ESD Reviewer Signature and Date:** \_\_\_\_\_

**Name and Organization of CE/EA Preparer:** Erin Mulryan, SJCA Inc.

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### Part I – Public Involvement

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

Does the project have a historic bridge processed under the Historic Bridges PA\*?  Yes  No  
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.

Notice of Survey letters were mailed to potentially affected property owners near the project area on July 2, 2021, 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 Survey letter is included in Appendix G-1.

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 comments 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**

Discuss public controversy concerning community and/or natural resource impacts, including what is being done during the project to minimize impacts.

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: INDOT INDOT District: LaPorteLocal Name of the Facility: SR 14Funding Source (mark all that apply): Federal  State  Local  Other\* 

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

#### **PURPOSE AND NEED:**

The need should describe the specific transportation problem or deficiency that the project will address. The purpose should describe the goal or objective of the project. The solution to the traffic problem should NOT be discussed in this section.

#### **Need:**

This project is needed to address the deteriorated roadway condition of SR 14 within the project limits. As detailed in the November 2018 Engineers Report by INDOT (Appendix I-15), the condition of this portion of SR 14 is declining at an accelerated rate as evidenced by significant rutting, transverse cracking, and thermal cracking. The secondary needs for this project are based on the November 2018 Engineers Report (Appendix I-16) regarding the condition of drainage structures under the SR 14 roadway. All culverts and small structures under the roadway were inspected and currently several culverts are rated a 4 out of 9 (poor condition) or a 5 out of 9 (fair condition). This rating scale provides a numerical value to the conditions of various components of bridge and structures such as wearing surfaces, superstructures, and channel conditions, with 0 out of 9 being the worst scenario (failed conditions) and 9 out of 9 being the best scenario (excellent conditions). In addition, curb ramps in identified areas of the project limits lack compliance with the Americans with Disabilities Act (ADA).

This is page 2 of 25 Project name: SR 14 Road Improvement Project Date: September 12, 2021

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**Purpose:**

The purpose of this project is to improve the roadway condition and increase the usable service life by up to 20 years (Appendix I-15). Secondary purposes include increasing condition ratings of drainage structures beneath SR 14 to a rating greater than or equal to 6 (satisfactory of higher) and improving accessibility within the project area by bringing select curb ramps into compliance with current ADA standards.

**PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):**

County: Fulton and Pulaski Municipality: Town of Winamac

Limits of Proposed Work: From intersection of SR 35 and SR 14, extending east to the intersection of SR 17 and SR 14

Total Work Length: 9.5 Mile(s) Total Work Area: 29.36 Acre(s)

Is an Interstate Access Document (IAD)<sup>1</sup> required?  
 If yes, when did the FHWA provide a Determination of Engineering and Operational Acceptability?

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

<sup>1</sup>If an IAD is required; a copy of the approved CE/EA document must be submitted to the FHWA with a request for final approval of the IAD.

*Describe location of project including township, range, city, county, roads, etc. Existing conditions should include current conditions, current deficiencies, roadway description, surrounding features, etc. Preferred alternative should include the scope of work, anticipated impacts, and how the project will meet the Purpose and Need. Logical termini and independent utility also need discussed.*

**Location:**

The project is in Fulton and Pulaski Counties, Indiana. Specifically, the portion of the project in Pulaski County is in Sections 12 and 13, Township 30 North, Range 2 West, and Sections 7 to 18, Township 30 North, Range 1 West, in Monroe and Harrison Townships. The portion of the project in Fulton County is in Sections 7 to 9 and 16 to 18, Township 30 North, Range 1 East in Union Township, as shown on the Winamac and Kewanna Quadrangle maps. The project termini will begin at the intersection of US 35 and SR 14 and will extend east to the intersection of SR 17 and SR 14, for a total length of approximately 9.5 miles. Project location maps are included in Appendix B-1 to B-9.

**Existing Conditions:**

SR 14 provides a two-lane cross section that is 28 feet wide through the project limits. The existing roadway consists of 11 to 12-foot travel lanes, variable zero (0) to 6-foot paved shoulders and variable three (3) to 8-foot useable shoulders. SR 14 is classified as an Urban and Rural Minor Arterial. The posted speed limit throughout the project area varies from 35 to 55 miles per hour (mph). SR 14 has been experiencing higher than normal truck traffic, which is causing light to moderate rutting of the roadway. This section of SR 14 is experiencing rapid deterioration due to the large amount of rutting, and this will continue if the roadbed issues are not addressed. There is a moderate amount of severe transverse cracking and extensive light to moderate rutting along SR 14 present, which is due to an increase in truck traffic along the route (22 percent of the average daily traffic), based on the November 2018 Engineer's Report by INDOT (Appendix I-15).

There are no existing sidewalks along SR 14 within the project limits, however there are existing sidewalks along the west side of Riverside Drive, which intersects with SR 14 in the Town of Winamac. The two (2) curb ramps in the northwest and southwest quadrants of SR 14 and Riverside Drive intersection are not compliant with the current ADA standards.

There are two (2) large culverts located within the project limits and numerous small culverts and drainage structures located under and adjacent to SR 14 under various private drives and agricultural field entrances, and at intersecting roadways. All culverts and small structures under the roadway were inspected, and currently several culverts are rated a 4 out of 9 (poor condition) or a 5 out of 9 (fair condition). Structure 102 (CLV-014-066-50.00) is a 48-inch diameter corrugated metal pipe (CMP) with a 55-foot barrel length that carries Leidendecker Ditch under SR 14 and is located approximately 1,540 feet west of the intersection of SR 14 and CR 300 E. Structure 110 (CLV-014-066-51.26) is 54-inch diameter CMP 124 linear feet in length that carries Breckenridge Ditch under SR 14, approximately 96 feet west of the intersection of SR 14 and CR 400 E. Refer to Appendix I-2 to I-3 for a list of all structures within the project area.

The western terminus of the project alignment starts at a point approximately 20 linear feet east of the intersection of SR 35 and SR

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14, where the land use surrounding the project alignment is primarily urban within the limits of the Town of Winamac. As SR 14 travels east out of Winamac, it crosses the Tippecanoe River via a bridge (Structure # 014-66-3459B; NBI: 3730). Once SR 14 crosses the Tippecanoe River, the landscape along the project alignment becomes primarily agricultural. Scattered residential housing and forested tracts are present east along the roadway to the eastern terminus of the project at intersection of SR 17 and SR 14. There are several utilities within the project area, including telephone/communication, overhead electrical lines, fiberoptic, sanitary sewer, and natural gas lines.

**Preferred Alternative:**

The preferred alternative for this project will consist of milling the existing mainline and shoulder asphalt four (4) inches in depth and repaving from the north junction of US 35 to the west side of the Tippecanoe River at West Oak Drive located approximately 0.64 mile east of US 35. Paving exceptions will occur at the Tippecanoe River. Full depth reclamation (FDR) with minor structure overlay will occur at West Oak Drive to SR 17, and an exception will occur at structure (CV 014-05-49.00) carrying Thompson Ditch under SR 14 located approximately 415 linear feet east of CR 150 E (see plan sheet in Appendix B-36). Roadway and shoulders will match existing dimensions. The existing public road approaches, private drives, commercial development drives, agricultural field entrances, and mailbox approaches will be milled and paved within the existing right of way in accordance with current INDOT standards.

Two large culverts will be replaced. Structure 102 (CLV-014-066-50.00) will be replaced with a 66-foot long, 66-inch diameter structure with ends sections and a 12-inch sump. Structure 110 (CLV-014-066-51.26) will be replaced with a new 124-foot long, 54-inch diameter smooth circular pipe (SCP) skewed 20 degrees with a 6-inch sump and revetment riprap at the outlet on the south side of SR 14.

Twenty-four (24) small drainage structures will also be replaced (refer to Appendix B-66 to B-84 for structure replacement locations and the Bridges/Small Structures section of this document for more detailed information). Of the 24 structures, 17 small culverts are under SR 14, two (2) are at driveway or field entrances, and five (5) are within adjacent roadway approaches. Existing street signs will be replaced, guardrail end treatments will be upgraded at the existing bridge over the Tippecanoe River, and upgrades to the curb ramps in the northwest and southwest quadrants of the SR 14 and Riverside Drive intersection will be made in accordance with ADA standards; refer to Appendix B-64 for curb ramp details.

The maintenance of traffic (MOT) plan for this project will require a full road closure and traffic will be maintained utilizing a detour. The detour will consist of utilizing US 35, SR 10, and SR 17. Please see the maintenance of traffic (MOT) section of this document and Appendix B-29 for more details. The detour will remain in place for one construction season. Construction is anticipated to begin Spring 2023.

This alternative meets the purpose and need of the project by providing a stable road base and extends the life of the roadway up to 20 years, and it has minimal impact to the social and physical environment. Therefore, it was selected as the preferred alternative.

**Logical Termini/Independent Utility:**

The total project length will be approximately 9.5 miles, from US 35 to SR 17. These termini allow for construction of the proposed roadway project and adjacent incidental construction. This project will be completed independently of any other projects. Therefore, the project has logical termini and independent utility.

**OTHER ALTERNATIVES CONSIDERED:**

*Provide a header for each alternative. Describe all discarded alternatives, including the No Build Alternative. Explain why each discarded alternative was not selected. Make sure to state how each alternative meets or does not meet the Purpose and Need and why.*

**No Build**

A no build alternative was considered for this project. This would allow the existing roadway and structures to remain in place with no improvements. This alternative will result in continued deterioration of the roadway and does not meet the purpose or need of this project. Therefore, it was discarded from further consideration.

**The No Build 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):

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### ROADWAY CHARACTER:

*If the proposed action includes multiple roadways, complete and duplicate for each roadway.*

Name of Roadway 13<sup>th</sup> St/SR 14  
 Functional Classification: Urban Minor Arterial  
 Current ADT: 3,871 VPD (2023) Design Year ADT: 4,427 VPD (2043)  
 Design Hour Volume (DHV): 408 Truck Percentage (%) 18.55%  
 Designed Speed (mph): 35 Legal Speed (mph): 35

Name of Roadway 13<sup>th</sup> St/SR 14  
 Functional Classification: Rural Minor Arterial  
 Current ADT: 3,871 VPD (2023) Design Year ADT: 4,427 VPD (2043)  
 Design Hour Volume (DHV): 408 Truck Percentage (%) 18.55%  
 Designed Speed (mph): 45 Legal Speed (mph): 45

Name of Roadway SR 14  
 Functional Classification: Rural Minor Arterial  
 Current ADT: 2,855 VPD (2023) Design Year ADT: 3,199 VPD (2043)  
 Design Hour Volume (DHV): 330 Truck Percentage (%) 18.5%  
 Designed Speed (mph): 55 Legal Speed (mph): 55

	Existing	Proposed
Number of Lanes:	2	2
Type of Lanes:	Asphalt Through Lanes	Asphalt Through Lanes
Pavement Width:	28 ft.	28 ft.
Shoulder Width:	0-6 (paved) 3-8 (usable) ft.	2 (paved) 8 (usable) 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

*Note: the project intersects with the following roadways: Riverside Drive, Plymouth Road, Decker Drive, Stamper Drive, E. Stamper Drive, Terrace Drive, Hospital Drive, Forest Drive, CR 70 E, CR 75 E, E. Old SR 14, Oak Drive, CR 150 E, CR 200 E, CR 300 E, CR 400 E, CR 450 E, CR 500 E, CR 550 E, CR 700 E/1200 W, CR 1175 W, CR 1100 W, CR 1050 W, and CR 1000 W. Minor improvements to the roadway approaches are proposed. Drainage structures will be installed under the CR 300 E., CR 400 E., CR 550 E, and CR 1050 W. approaches to SR 14 to convey stormwater under the approaches.*

### BRIDGES AND/OR SMALL STRUCTURE(S):

*If the proposed action includes multiple structures, complete and duplicate for each bridge and/or small structure. Include both existing and proposed bridge(s) and/or small structure(s) in this section.*

Structure/NBI Number(s): CV-014-066-50.00 (Leidendecker Ditch) Sufficiency Rating: 6, 7/27/2021 Culvert Inspection Report  
 (Rating, Source of Information)

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	Existing		Proposed	
Bridge/Structure Type:	Corrugated Metal Pipe		Corrugated Metal Pipe	
Number of Spans:	1		1	
Weight Restrictions:	N/A	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	N/A	ft.	N/A	ft.
Outside to Outside Width:	55	ft.	66	ft.
Shoulder Width:	N/A	ft.	N/A	ft.

Structure/NBI Number(s): CV-014-066-51.26 (Breckenridge Ditch) Sufficiency Rating: 4, 5/13/2021 Culvert Inspection Report  
(Rating, Source of Information)

	Existing		Proposed	
Bridge/Structure Type:	Corrugated Metal Pipe		smooth circular pipe	
Number of Spans:	1		1	
Weight Restrictions:	N/A	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	N/A	ft.	N/A	ft.
Outside to Outside Width:	124	ft.	124	ft.
Shoulder Width:	N/A	ft.	N/A	ft.

*Describe impacts and work involving bridge(s), culvert(s), pipe(s), and small structure(s). Provide details for small structure(s): structure number, type, size (length and dia.), location and impacts to water. Use a table if the number of small structures becomes large. If the table exceeds a complete page, put it in the appendix and summarize the information below with a citation to the table.*

Two (2) large culverts are located within the project area. Structure 102 (CLV-014-066-50.00) is a 48-inch diameter corrugated metal pipe (CMP) with a 55-foot barrel length that carries Leidendecker Ditch under SR 14 and is located approximately 1,540 feet west of the intersection of SR 14 and CR 300 E. This structure will be replaced with a 66-foot long, 66-inch diameter structure with ends sections and a 12-inch sump.

Structure 110 (CLV-014-066-51.26) is 54-inch diameter CMP 124 linear feet in length that carries Breckenridge Ditch under SR 14, approximately 96 feet west of the intersection of SR 14 and CR 400 E. This structure will be replaced with a new 124-foot long, 54-inch diameter smooth circular pipe (SCP) skewed 20 degrees with a 6-inch sump and revetment riprap at the outlet on the south side of SR 14.

Twenty-four (24) small structures will be replaced as part of this project. Of the 24 structures, 17 small culverts are under SR 14, two (2) are at driveway or field entrances, and five (5) are within adjacent roadway approaches. A table listing small structures that will be replaced as part of the scope of work are identified within the project area and proposed work is included in Appendix I-2 to I-3. The locations of the structures can be found in the plan sheets in Appendix B-66 to B-84.

The culvert carrying Thompson Ditch under SR 14 (CV 014-05-49.00) exists within the project area and will not be impacted by the project. Bridge No. 014-66-3459B carries SR 14 over the Tippecanoe River within the limits of the project but it will not be impacted (refer to Appendix B-32 for note regarding this exception). There are three (3) additional culverts along SR 14 that exist within the project area and will not be impacted.

Note: due to the large number of structures to be replaced in this project, only the structures carrying likely jurisdictional waters that are identified in the *Waters of the U.S. Determination / Wetland Delineation Report* in Appendix F are included in the tables above.

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### 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 below)	<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"/>

*Discuss closures and/or facilities (if any) that will be provided for maintenance of traffic. Any known impacts from these temporary measures should be quantified to the extent possible, particularly with respect to properties such as Section 4(f) resources and wetlands. Any local concerns about access and traffic flow should be detailed as well.*

The MOT for the project will require a full closure to through traffic on SR 14 between SR 35 and SR 17. The MOT will utilize US 35, SR 10, and SR 17. The roadway within the project limits will be accessible to local traffic only, with access to all properties within the project area being maintained during construction. Signage will be placed along these roadways to notify motorists of the construction area and guide them along the detour. The total length of the detour is 32.3 miles, with 22.8 additional travel miles due to the detour. The detour will remain in place for one construction season.

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 and delays will cease upon project completion.

### ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: \$ 1,065,000 (2023) Right-of-Way: \$ 100,000 (2022) Construction: \$ 8,427,599 (2023)

Anticipated Start Date of Construction: Spring 2023

### RIGHT OF WAY:

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	0	0.010
Commercial	0	0
Agricultural	4.32	0
Forest	0.11	0
Wetlands	0	0
Other:	0	0
Other:	0	0
TOTAL	4.43	0.010

*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, reacquisition or easements, either known or suspected, and their impacts on the environmental analysis should be discussed.*

The apparent existing ROW limits of SR 14 vary from 25 feet to 75 feet north and south of the centerline of SR 14 through the project alignment. The maximum proposed ROW width of SR 14 is 145 linear feet from the centerline of SR 14.

The project requires approximately 4.43 acres of permanent right-of-way (ROW) along SR 14, located around the drainage structures that will be replaced. The project also requires approximately 0.010 acre of temporary ROW from residential properties for

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the curb ramp replacements. Refer to plan sheets in Appendix B-30; B-38 to B-39; B-40 to B-45; B-49 to B-50; B-52 to B-53; B-57; B-59 to B-60; and B-62 for proposed ROW acquisition locations.

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 - EARLY COORDINATION:

List the date(s) coordination was sent and all resource 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.

Early coordination letters were sent on May 6, 2020, and May 7, 2020. Due to modifications to the project scope, the early coordination letter was updated and resent on March 25, 2021, to Winamac Water Utilities; INDOT Aviation on June 29, 2021; and to environmental review agencies on June 30, 2021, and July 1, 2021. The Indiana Department of Environmental Management (IDEM) automated response letter was generated on July 7, 2021. Refer to Appendix C-1 to C-5 for sample early coordination letters and the complete mailing list of recipients.

Agency	Date Sent/Accessed	Response Date	Appendix
Federal Highway Administration (FHWA)	May 6, 2020; June 30, 2021	No response	N/A
Indiana Geological and Water Survey (IGWS)	Automated Letter	May 20, 2020	C-15 to C-17
Indiana Dept. of Natural Resource (IDNR), Division of Fish and Wildlife (DFW)	May 6, 2020; June 30, 2021	June 6, 2020	C-22 to C-23
Natural Resources Conservation Service (NRCS)	May 6, 2020; July 1, 2021	June 1, 2020; July 29, 2021	C-21, C-25 to C-27
IDEM Groundwater Section	May 6, 2020	May 15, 2020	C-14
IDEM Online Submission	Automated Letter	July 7, 2021	C-6 to C-12
INDOT, Public Hearing	May 6, 2020	No response	N/A
US Dept. of Housing and Urban Development (HUD)	May 6, 2020; June 30, 2021	No response	N/A
National Park Service (NPS)	May 6, 2020; June 30, 2021	No response	N/A
INDOT, LaPorte District Environmental	May 6, 2020; June 30, 2021	No response	N/A
US Fish and Wildlife Service (USFWS)	May 6, 2020; June 30, 2021	May 26, 2020	C-18 to C-19
US Army Corps of Engineers (USACE), Chicago District	May 6, 2020; June 30, 2021	May 19, 2020	C-13
US Coast Guard, 8 <sup>th</sup> District	May 6, 2020	May 26, 2020	C-20
Fulton Co. Surveyor	May 6, 2020; June 30, 2021	No response	N/A
Pulaski Co. Surveyor	May 6, 2020; June 30, 2021	No response	N/A
Winamac Town Manager	May 6, 2020; June 30, 2021	No response	N/A
Winamac Water & Street Dept.	May 6, 2020; June 30, 2021	No response	N/A
Pulaski Co. Highway Dept.	May 6, 2020; June 30, 2021	No response	N/A
Fulton Co. Highway Dept.	May 6, 2020; June 30, 2021	No response	N/A
Fulton Co. Drainage Board	May 6, 2020; June 30, 2021	No response	N/A
Church of Heartland- Winamac	May 6, 2020; June 30, 2021	No response	N/A
Winamac Nazarene Church	May 6, 2020; June 30, 2021	No response	N/A
Pulaski Memorial Hospital	May 6, 2020; June 30, 2021	No response	N/A
Winamac/Pulaski School District	May 6, 2020; June 30, 2021	No response	N/A
Winamac Municipal Utilities	March 25, 2021	No response	N/A
Pulaski County Floodplain Administrator	June 30, 2021	No response	N/A
INDOT Office of Aviation	June 29, 2021	July 6, 2021	C-24

The project will involve two (2) regulated legal drains in Pulaski County, Leidendecker Ditch and Breckenridge Ditch; therefore, early coordination was sent to the Pulaski County Surveyor, but no response was received. Early coordination is no longer required with the



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INDOT Public Hearings Office; therefore, the June 30, 2021, early coordination update letter was not sent to this agency. Resource specific recommendations are included in the applicable sections of this Categorical Exclusion (CE) document, and all applicable recommendations are included in the Environmental Commitments section of this CE document.

### SECTION B – ECOLOGICAL RESOURCES:

**Streams, Rivers, Watercourses & Other Jurisdictional Features**

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

Presence

Impacts

Yes      No

X		X
X		X
X		X

Total stream(s) in project area: 442 Linear feet      Total impacted stream(s): 244.55 (permanent)  
21.01 (temporary) Linear feet

Stream Name	Classification	Total Size in Project Area (linear feet)	Impacted linear feet	Comments (i.e. location, flow direction, likely Water of the US, appendix reference)
Leidendecker Ditch	Intermittent	200	101.55 (permanent); 12.7 (temporary)	Approximately 1,540 feet west of the intersection of SR 14 and CR 300 E. The stream flow is north to south and the stream is of poor quality (see below for more information); likely Water of the US (Appendix F-6).
Breckenridge Ditch	Intermittent	242	143 (permanent); 8.31 (temporary)	Approximately 96 feet west of the intersection of SR 14 and CR 400 E. The stream flow is east then south through a structure under SR 15, and the stream is of poor quality (see below for more information); likely Water of the US (Appendix F-6).

*Describe all streams, rivers, watercourses and other jurisdictional features adjacent or within the project area. Include whether or not impacts (both permanent and temporary) will occur to the features identified. Include if the streams or rivers are listed on any federal or state lists for Indiana. Include if features are subject to federal or state jurisdiction. Discuss measures to avoid, minimize, and mitigate if impacts will occur.*

Based on the desktop review, the aerial maps of the project area (Appendix B-6 to B-9), and the RFI report approved on March 25, 2020 (Appendix E-2), there are four (4) streams, rivers, watercourses, or other jurisdictional features within the 0.5-mile search radius. According to the RFI report, there is one (1) stream, Leidendecker Ditch, present within the project area. That number was updated to four (4) streams within the project limits and two (2) waterways within the project area. based on site visits on April 16, 2020, and April 22, 2021, by SJCA Inc. Thompson Ditch, Leidendecker Ditch, Breckenridge Ditch, and the Tippecanoe River were found to be within the project limits and Leidendecker Ditch and Breckenridge Ditch were within the project area.

An RFI addendum was approved on March 21, 2021, and was needed to include the replacement of several drainage structures along the project area. According to the RFI report addendum approved on March 21, 2021 (Appendix E-16), there is one (1) stream, the Tippecanoe River, that is listed as an IDEM impaired stream for *E. coli*. Workers who are working in or near water with *E. coli* should take care to wear appropriate personal protective equipment (PPE), observe proper hygiene procedures, including regular hand washing, and limited personal exposure. This has been included as a firm commitment in the Environmental Commitments section of this document. Note: the original RFI report approved on March 25, 2020, only included resources that were identified within 0.5 mile of the locations of the large culvert replacement (CV-014-066-50.00) and the curb ramp replacements.

No Federal, Wild and Scenic Rivers or State Natural, Scenic or Recreational Rivers are within the project area. Tippecanoe River is within the project area and is a Nationwide River Inventory-listed River, a Navigable Waterway, and is considered an Outstanding River in Indiana. No work will occur within the Tippecanoe River or on the structure carrying SR 14 over the Tippecanoe River; therefore, no impacts are anticipated.

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A *Waters of the U.S. Determination / Wetland Delineation Report* was approved by INDOT Ecology and Waterway Permitting Office on April 14, 2021. Please refer to Appendix F-1 to F-131 for the *Waters of the U.S. Determination / Wetland Delineation Report*. Thompson Ditch and the Tippecanoe River will not be impacted by the project and no work will occur within these streams; therefore, they were not investigated for the report. It was determined that two (2) jurisdictional streams, Leidendecker Ditch and Breckenridge Ditch are within the project area. The USACE makes all final determinations regarding jurisdiction.

Leidendecker Ditch is an intermittent stream that appears to only flow during or after seasonal rain events and has some in-stream structure. It is represented by a dashed dotted blue line on the USGS topographic maps (Appendix B-2 to B-5) and has an ordinary high water mark (OHWM) approximately 9.5 feet wide and 18 inches deep. Leidendecker Ditch was given a poor rating due to channelization and the lack of riffles. Leidendecker Ditch has a defined bed and bank, an OHWM, and drains into the Tippecanoe River, a traditional navigable waterway; therefore, it is likely a Water of the US (Appendix F-6). It is anticipated that approximately 101.55 linear feet of permanent impacts will occur due to the installation of the new structure under SR 14. Approximately 12.7 linear feet of temporary impacts to Leidendecker Ditch will occur as a result of the construction of an impervious dike and use of a dewatering system during construction.

Breckenridge Ditch is an intermittent stream that appears to only flow during or after seasonal rain events. It is represented by a dashed dotted blue line on the USGS topographic maps (Appendix B-2 to B-5) and has an OHWM approximately 6.5 feet wide and six (6) inches deep. Breckenridge Ditch was given a poor rating due to channelization. Breckenridge Ditch has a defined bed and bank, an OHWM, and drains into Mill Creek, which eventually drains into the Tippecanoe River, a traditional navigable waterway. Therefore, it is likely a Water of the US (Appendix F-6). It is anticipated that approximately 143 linear feet of permanent impacts will occur due to the installation of the new structure under SR 14. Approximately 8.31 linear feet of temporary impacts to Breckenridge Ditch will occur as a result of the construction of an impervious dike and use of a dewatering system during construction.

Permanent impacts to Breckenridge Ditch and Leidendecker Ditch total approximately 244.55 linear feet for the replacement of the two (2) large structures under SR 14. Temporary impacts to these features total approximately 21.01 linear feet for access to the structures for construction. Complete avoidance of these impacts would not meet the purpose and need of the project to improve the roadway condition with full depth reclamation, which will require structure replacement. A USACE Section 404 and IDEM 401 permit will be required for impacts to Breckenridge and Leidendecker Ditches. Mitigation is not anticipated but will be determined during permitting.

The IDEM automated early coordination response letter dated July 7, 2021, recommended to obtain the necessary permits to work within waterways and to not remove overhanging trees near streams (Appendix C-6 to C-12). The USFWS responded on May 26, 2020, with recommendations to keep spill containment materials on site in case of an accidental spill of any material in either the water or the soil (Appendix C-18 to C-19). IDNR responded on June 6, 2020, providing recommendations to minimize and contain in-channel disturbance to within the project limits, to not deposit or allow demolition/construction materials to fall or enter the waterway, and utilize appropriate erosion control measures to prevent sediment from entering the stream (Appendix C-22 to C-23). All applicable recommendations are included in the Environmental Commitments section of this CE document.

Open Water Feature(s)	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"/>
Retention/Detention Basin	<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"/>

*Describe all open water feature(s) identified adjacent or within the project area. Include whether or not impacts (both permanent and temporary) will occur to the features identified. Include if features are subject to federal or state jurisdiction. Discuss measures to avoid, minimize, and mitigate if impacts will occur.*

Based on the desktop review, the aerial map of the project area, the RFI report (Appendix E-2 to E-14), and the RFI addendum (Appendix E-15 to E-25), there are two (2) open water feature(s) within the 0.5-mile search radius. No open water features are present within or adjacent to the project area. That number was confirmed by site visits on April 16, 2020, and April 22, 2021, by SJCA Inc. Therefore, no impacts are expected.

A *Waters of the U.S. Determination / Wetland Delineation Report* was approved by INDOT Ecology and Waterway Permitting Office

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on April 14, 2021. Please refer to Appendix F-1 to F-131 for the *Waters of the U.S. Determination / Wetland Delineation Report*. The report did not identify any surface waters within the report study area.

The IDEM automated early coordination response letter dated July 7, 2021, provided recommendations to obtain the proper permits for impacts to other surface waters (Appendix C-6 to C-12). All applicable agency recommendations are included in the Environmental Commitments section of this CE document.

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

Total wetland area: 0.467 Acre(s) Total wetland area impacted: 0.0052 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 (i.e. location, likely Water of the US, appendix reference)
Wetland 1	Scrub-shrub/forested	0.228	0.0005	South side of SR 14, approximately 950 linear feet west of CR 400 E. This wetland is of poor quality; likely a Water of the State (Appendix F-6 to F-7).
Wetland 2	emergent	0.103	0.0047	Southwest quadrant of the intersection of SR 14/CR 400E. This wetland is of poor quality; likely a Water of the US (Appendix F-7).
Wetland 3	emergent	0.136	0	South side of SR 14, approximately 855 linear feet west of CR 1100 W. This wetland is of poor quality; likely Water of the State (Appendix F-7 to F-8).

	<b><u>Documentation</u></b>	<b><u>ESD Approval Dates</u></b>
<b>Wetlands (Mark all that apply)</b>		
Wetland Determination	<input checked="" type="checkbox"/>	<input type="text" value="April 14, 2021"/>
Wetland Delineation	<input checked="" type="checkbox"/>	<input type="text" value="April 14, 2021"/>
USACE Isolated Waters Determination	<input type="checkbox"/>	<input type="text"/>

**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.

Describe all wetlands identified adjacent or within the project area. Include whether or not impacts (both permanent and temporary) will occur to the features identified. Include if features are subject to federal or state jurisdiction. Discuss measures to avoid, minimize, and mitigate if impacts will occur.

Based on the desktop review, the aerial map of the project area, the RFI report (Appendix E-1 to E-14), and the RFI addendum (Appendix E-15 to E-25), there are six (6) wetlands within the 0.5-mile search radius. There are three (3) wetlands present within or adjacent to the project area. That number was confirmed by site visits on September 9 and 10, 2020, and October 7, 2020, for the *Waters of the U.S. Determination / Wetland Delineation Report* completed by Kaskaskia Engineering Group, LLC. The USACE makes all final determinations regarding jurisdiction.

The *Waters of the U.S. Determination / Wetland Delineation Report* was approved by INDOT Ecology and Waterway Permitting Office on April 14, 2021. Please refer to Appendix F-1 to F-131 for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that three (3) wetlands were present within the project area. Wetland 1 is a palustrine scrub-shrub/forested wetland within a concave area just south of Culvert 13. Wetland 1 is approximately 0.228 acre in size within the investigated area of the report and is dominated by reed canary grass (*Phalaris arundinacea*), tall fescue (*Schedonorus*

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*arundinaceus*), and common reed (*Phragmites australis*). Wetland 1 is not connected to any other water resource, and its primary source of hydrology appears to be drainage from adjacent forested areas, agricultural fields, and the roadway. The report determined that Wetland 1 is likely an isolated wetland/Waters of the State (Appendix F-6 to F-7). Approximately 0.0005 acre of permanent impacts and approximately 0.004 acre of temporary impacts to Wetland 1 are anticipated for the installation of Structure No. 109.

Wetland 2 is a palustrine emergent wetland located adjacent to Breckenridge Ditch. Wetland 2 is approximately 0.103 acre in size within the investigated area and is considered poor quality due to the amount of disturbance present within the wetland. Wetland 2 is dominated by soft rush (*Juncus effusus*). Its primary source of hydrology appears to be a lack of drainage and high water events from Breckenridge Ditch. Due to its location adjacent to Breckenridge Ditch, the report determined that Wetland 2 is likely a jurisdictional wetland/Waters of the US (Appendix F-7). Approximately 0.0047 acre of permanent impacts and approximately 0.039 acre of temporary impacts to Wetland 2 are anticipated for the installation of Structure No. 110.

Wetland 3 is a palustrine emergent wetland located adjacent to Culvert 16 in an agricultural field. This wetland is approximately 0.136 acre in size within the investigated area and is of poor quality due to the amount of disturbance present within the wetland. Wetland 3 is dominated by gray dogwood (*Cornus racemose*) and redtop panicgrass (*Panicum rigidulum*). Wetland 3's primary source of hydrology appears to be drainage from adjacent agricultural fields and the roadway. The report determined that Wetland 3 is likely an isolated wetland/Waters of the State (Appendix F-7 to F-8). No impacts will occur to Wetland 3 as a part of this project.

Impacts will occur to Wetlands 1 and 2 during the replacement of drainage structures No.109 and 110. A total of approximately 0.0052 acre of wetlands will be permanently impacted and a total of approximately 0.043 acre of temporary impacts will occur to the wetlands. Complete avoidance of these impacts would not meet the purpose and need of the project to improve the roadway condition with full depth reclamation, which will require structure replacement. Impacts are anticipated to be below 0.1 acre and 300 linear feet of stream; therefore, an IDEM Section 401 Water Quality Certification (WQC) and USACE 404 Regional General Permit (RGP) are likely required. The project will impact two (2) regulated legal drains; coordination with the Pulaski County Surveyor has been initiated and permits, if any are required, will be obtained prior to construction. Mitigation is likely not required but will be determined during permitting.

The IDEM automated early coordination response letter dated July 7, 2021, provided recommendations that the required permits for impacts to wetlands be obtained (Appendix C-6 to C-12). IDNR responded on June 6, 2020, with the recommendation to not excavate or place fill in any riparian wetland (Appendix C-22 to C-23). Since three (3) wetlands have been delineated near the project site, final project plans should include notations stating "Do not Disturb" along wetland boundaries to indicate the wetland areas to be avoided.

All applicable recommendations are included in the Environmental Commitments section of this CE document.

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

Total terrestrial habitat in project area: 1.57 Acre(s) Total tree clearing: 0.243 Acre(s)

*Describe types of terrestrial habitat (i.e. forested, grassland, farmland, lawn, etc.) adjacent or within the project area. Include whether or not impacts will occur to habitat identified. Include total terrestrial habitat impacted and total tree clearing that will occur. Discuss measure to avoid, minimize, and mitigate if impacts will occur.*

Based on a desktop review, site visits on April 16, 2020, and April 22, 2021, by SJCA Inc., the aerial maps of the project area (Appendix B-6 to B-9), and the *Waters of the U.S. Determination / Wetland Delineation* (Appendix F-1 to F-131), the project area is bordered by roadside ROW, urban and rural residential properties, and agricultural fields. Vegetation along most of the roadside ROW is typical of maintained lawns and is dominated by tall fescue (*Schedonorus arundinaceus*). Predominant species in the upland areas include reed canary grass (*Phalaris arundinacea*), tall goldenrod (*Solidago gigantea*), white mulberry (*Morus alba*), gray dogwood (*Cornus racemose*), elderberry (*Sambucus canadensis*). A total of approximately 0.243 acre of tree clearing is anticipated for this project due to the replacement of the drainage structures. Avoidance of these impacts is only possible with the "no-build" alternative, which would not correct the deficiencies in the roadway pavement. Impacts to terrestrial habitat have been minimized to the extent possible and will not extend beyond 100 feet from the existing roadway. Mitigation for these impacts is not anticipated to be necessary for this project.

The USFWS responded on May 26, 2020, with recommendations to keep spill containment materials on site in case of an accidental spill of any material in either the water or the soil (Appendix C-18 to C-19). The IDNR responded on June 6, 2020, with

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recommendations to replace non-wetland forests, revegetate all bare and disturbed areas with a mixture of grasses, legumes, and native shrub and hardwood trees; minimize the clearing of trees and brush to within the project limits; and to not cut any trees suitable for Indiana Bat or Northern Long-eared bat roosting from April 1 through September 30 (Appendix C-22 to C-23). The IDEM automated early coordination response letter dated July 7, 2021, provided recommendations to obtain the proper permits for impacts to terrestrial habitat (Appendix C-6 to C-12).

All applicable recommendations are included in the Environmental Commitments section of this CE document.

### Protected Species

#### Federally Listed Bats

Information for Planning and Consultation (IPaC) determination key completed  
 Section 7 informal consultation completed (IPaC cannot be completed)  
 Section 7 formal consultation Biological Assessment (BA) required

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

Determination Received for Listed Bats from USFWS: NE  NLAA  LAA

#### Other Species not included in IPaC

Additional federal species found in project area (based on IPaC species list)  
 State species (not bird) found in project area (based upon consultation with IDNR)

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

#### Migratory Birds

Known usage or presence of birds (i.e. nests)  
 State bird species based upon coordination with IDNR

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

*Discuss IDNR coordination and species identified. Describe USFWS Section 7 consultation and determination received for Indiana bat and northern long-eared bat impacts. Discuss if other federally listed species were identified. If so, include consultation that has occurred and the determination that was received. Discuss if migratory birds have been observed and any impacts.*

Based on a desktop review and the RFI report (Appendix E-1 to E-14), completed by SJCA Inc. on March 25, 2020, the IDNR Pulaski County and Fulton County Endangered, Threatened and Rare (ETR) Species List has been checked. According to the IDNR-DFW early coordination response letter dated June 6, 2020 (Appendix C-22 to C-23), the Natural Heritage Program's Database has been checked and several ETR species have been found within the project area:

- State endangered Gilt Darter (*Percina evides*)
- Federal and state endangered Sheepnose (*Plethobasus cyphus*)
- Federal and state endangered Clubshell (*Pleurobema clava*)
- Federal and state endangered Rayed Bean (*Villosa fabalis*)
- Federally threatened and state endangered Rabbitsfoot (*Theliderma cylindrica*)
- State endangered Round Hickorynut (*Obovaria subrotunda*)
- State species of special concern Wavyrayed Lampmussel (*Lampsilis fasciola*)
- State species of special concern Kidneyshell (*Ptychobranchnus fasciolaris*)
- State species of special concern Purple Lilliput (*Toxolasma lividum*).

The IDNR stated that as long as standard erosion control procedures are implemented along the roadway near the Tippecanoe River, the agency does not foresee any impacts to the listed fish or mussel species as a result of this project.

Project information was submitted through the USFWS's Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C-28 to C-34). The project is within range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (NLEB) (*Myotis septentrionalis*). Other species were generated in the IPaC species list along with the Indiana bat and northern long-eared bat. Refer to paragraph below.

The official species list generated from IPaC indicated seven (7) other species present within the project area:

- Federally threatened Eastern Massasauga (*Sistrurus catenatus*)
- Federally endangered Clubshell (*Pleurobema clava*)
- Federally endangered Northern Riffleshell (*Epioblasma torulosa rangiana*)
- Federally threatened Rabbitsfoot (*Quadrula cylindrica cylindrica*)
- Federally endangered Rayed Bean (*Villosa fabalis*)

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- Proposed for federally threatened listing- Round Hickorynut (*Obovaria subrotunda*)
- Federally endangered Sheepsnose Mussel (*Plethobasus cyphus*)

The official species list also indicated one (1) Critical Habitat for the rabbitsfoot is located in the Tippecanoe River adjacent to the bridge carrying SR 14 over the waterway. An early coordination letter was sent to USFWS on May 6, 2020. The USFWS sent a response letter on May 26, 2020 (Appendix C-18 to C-19), stating that there is no known habitat for the eastern massasauga within the project area. The USFWS noted that there are known living mussel species in the Tippecanoe River upstream and downstream of the project area, stating it is imperative that no pollutants of any kind reach the river to avoid impacts to the mussels. Spill containment materials must be kept at hand in case of an accidental spill of any material into either the water or the soil. This has been included as a firm commitment within the Environmental Commitments Section of this document. With these pollution control practices in place, the USFWS concurred that the proposed project is not likely to adversely affect these endangered or threatened mussel species and will not result in the destruction or adverse modification of the Critical Habitat for the rabbitsfoot mussel. The project qualifies for the USFWS Interim Policy found at <https://www.in.gov/indot/2523.htm>.

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. Culvert inspections occurred on April 22, 2021, by SJCA Inc. and no bats or signs of bats were found (Appendix C-48 to C-49). An effect determination key was completed on May 5, 2021, and based on the responses provided, the project was found to "may affect, but not likely to adversely affect" the Indiana bat and/or the NLEB (Appendix C-35 to C-47). INDOT reviewed and verified the effect finding on May 25, 2021 and requested USFWS's review of the finding. No response was received from USFWS within the 14-day review period; therefore, it was concluded they concur with the finding. Avoidance and Minimization Measures (AMMs) were generated for this project, including directing temporary lighting away from suitable habitat, restrictions for time of tree removal and type of trees removed, and ensuring workers/contractors are aware of all the applicable environmental commitments. These 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.

### Geological and Mineral Resources

- Project located within the Potential Karst Features Area of Indiana
- Karst features identified within or adjacent to the project area
- Oil/gas or exploration/abandoned wells identified in the project area

Yes	No
	X
	X
X	

Date Karst Study/Report reviewed by INDOT EWPO (if applicable): \_\_\_\_\_

*Discuss if project is located in Potential Karst Features Area of Indiana and if any karst features have been identified in the project area (from RFI). Discuss response received from IGWS coordination. Discuss if any mines, oil/gas, or exploration/abandoned wells were identified and if impacts will occur. Describe if any impacts will occur to any karst features. Include discussion of karst study/report was completed and results. (Karst investigation must comply with the current Karst MOU and coordinated and reviewed by INDOT EWPO)*

Based on a desktop review, the project is located outside the designated karst region of Indiana as outlined in the October 13, 1993 Karst Memorandum of Understanding (MOU). According to the US Geological Survey (USGS) topographic map of the project area (Appendix B-2 to B-5) and the RFI report (Appendix E-2), there are no karst features identified within or adjacent to the project area. In the early coordination response from May 20, 2020, the Indiana Geological and Water Survey (IGWS) did not indicate that karst features exist in the project area (Appendix C-15 to C-17). The IGWS indicated that there is high liquefaction potential, a floodway present, high potential for bedrock resources, low potential for sand and gravel resources, and active or abandoned petroleum exploration wells within 0.5 mile of the project area. The features will not be affected because the project will almost exclusively be limited to the active roadway alignment except in the areas where the drainage structures will be replaced. Work within these areas will be within 100 feet of the existing roadway. Response from IGWS has been communicated with the designer on July 6, 2021. No impacts are expected.

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## SECTION C – OTHER RESOURCES

**Drinking Water Resources**

- Wellhead Protection Area(s)
- Source Water Protection Area(s)
- Water Well(s)
- Urbanized Area Boundary
- Public Water System(s)

**Presence**

X
X
X

**Impacts**

Yes	No
	X
	X
	X

- Is the project located in the St. Joseph Sole Source Aquifer (SSA):
- If Yes, is the FHWA/EPA SSA MOU Applicable?
- If Yes, is a Groundwater Assessment Required?

Yes	No
	X

*Check the appropriate boxes and discuss each topic below. Provide details about impacts and summarize resource-specific coordination responses and any mitigation commitments. Reference responses in the Appendix.*

**Sole Source Aquifer**

The project is located in Pulaski and Fulton Counties, which are 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, a detailed groundwater assessment is not needed, and no impacts are expected.

**Wellhead Protection Area and Source Water**

The Indiana Department of Environmental Management's Wellhead Proximity Determinator website (<http://www.in.gov/idem/cleanwater/pages/wellhead/>) was accessed on June 30, 2021, by SJCA Inc. This project is located within a Wellhead Protection Area. This project is not located in a Source Water Area. In their early coordination response dated May 15, 2020, IDEM stated the project is located within a Wellhead Protection Area for the Town of Winamac (Appendix C-14). An early coordination letter was sent to the Town of Winamac on March 25, 2021, but the Town did not reply. The features will not be affected because the project will almost exclusively be limited to the active roadway except in the areas where the drainage structures will be installed. Work within these areas will be within 100 feet of the existing roadway. In addition, an IDEM Rule 5 permit will likely be required due to land disturbance over one (1) acre; erosion control and spill prevention will comply with IDEM's WHPA Program. Avoidance alternatives would not be practical because the project will improve an existing roadway and install drainage structures to convey stormwater and waterways under roadways, work which cannot be completed outside of the project area. The purpose and need of the project would not be met, and the roadway would continue to deteriorate, potentially leading to complete roadway failure and unsafe roadway conditions.

**Water Wells**

The Indiana Department of Natural Resources Water Well Record Database website (<https://www.in.gov/dnr/water/3595.htm>) was accessed on June 30, 2021, by SJCA Inc. There are approximately twenty-two (22) wells adjacent to the project area throughout the alignment. The features will not be affected because the project will almost exclusively be limited to the active roadway except in the areas where the drainage structures will be installed. Therefore, no impacts are expected. Should it be determined during the right-of-way phase that these wells will be affected, a cost to cure will likely be included in the appraisal to restore the wells.

**Urban Area Boundary**

Based on a desktop review of INDOT MS4 website (<http://entapps.indot.in.gov/MS4/>) by SJCA Inc. on June 30, 2021, and the RFI report, this project is not located in an Urban Area Boundary. No impacts are expected.

**Public Water System**

Based on a desktop review, a site visit on April 16, 2020, and April 22, 2021, by SJCA Inc., the aerial maps of the project area (Appendix B-6 to B-9), and a review of the plans (Appendix B-24 to B-110), this project is located where there is a public water system. The public water system will not be affected because the excavation within the town limits is limited to two curb ramp replacements, which will not require relocation of the public water system infrastructure. An early coordination letter was sent on March 25, 2021, to the Town of Winamac, but the Town did not respond. No impacts are anticipated.

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Floodplains	Presence	Impacts	
		Yes	No
Project located within a regulated floodplain	X		X
Longitudinal encroachment			
Transverse encroachment			
Homes located in floodplain within 1000' up/downstream from project	X		X

If applicable, indicate the Floodplain Level?

Level 1  Level 2  Level 3  Level 4  Level 5

*Use the IDNR Floodway Information Portal to help determine potential impacts. Include floodplain map in appendix. Discuss impacts according to the classification system. If encroachment on a flood plain will occur, coordinate with the Local Flood Plain Administrator during design to insure consistency with the local flood plain planning.*

Based on a desktop review of the IDNR Floodway Information Portal website (<http://dnrmmaps.dnr.in.gov/appsphp/fdms/>) by SJCA Inc. on June 30, 2021, and the RFI report, the portion of this project in Pulaski County is located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix F-55 to F-64). An early coordination letter was sent on June 30, 2021, to the Pulaski County Floodplain Administrator. The floodplain administrator did not respond within the 30-day time frame. Because the project does not cross any floodplains in Fulton County, early coordination was not sent to this entity. This project qualifies as a Category 1 per the current INDOT CE Manual, which states "Although this project involves work within the horizontal limits of the 100-year floodplain, no work is being performed below the 100-year flood elevation and as a result this project does not encroach upon the base floodplain."

Farmland	Presence	Impacts	
		Yes	No
Agricultural Lands	X	X	
Prime Farmland (per NRCS)	X	X	
Total Points (from Section VII of CPA-106/AD-1006*)	<b>135 (Pulaski Co.)</b>		
	<b>143 (Fulton Co.)</b>		

*\*If 160 or greater, see CE Manual for guidance.*

*Discuss existing farmland resources in the project area, impacts that will occur to farmland, and mitigation and minimization measures considered.*

Based on a desktop review, site visits on April 16, 2020, and April 22, 2021, by SJCA Inc., and the aerial maps of the project area (Appendix B-6 to B-9), there is land that meets the definition of farmland under the Farmland Protection Policy Act (FPPA) adjacent to the project area. The project will convert approximately 0.62 acre of farmland at locations directly adjacent to drainage structures and at intersecting roadways. An early coordination letter was sent on May 6, 2020, to Natural Resources Conservation Services (NRCS). The NRCS responded on June 1, 2020, stating that due to lack of site-specific information, the project could not be evaluated for impacts to farmland (Appendix C-21). Updated site-specific information and ROW amounts were sent to NRCS on July 1, 2021. The NRCS responded on July 29, 2021, stating that the project will result in a conversion of prime farmland (Appendix C-25). Coordination with NRCS resulted in a score of 135 for the portion of the project in Pulaski County and 143 for the portion of the project in Fulton County (Appendix C-26 to C-27). 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 previously discussed in this document will be investigated without reevaluating impacts to prime farmland.

### SECTION D – CULTURAL RESOURCES

Minor Projects PA	Category(ies) and Type(s)	INDOT Approval Date(s)	N/A
	A-5, A-6, A-9, B-1, B-3, B-9	9/2/2021	

This is page 16 of 25 Project name: SR 14 Road Improvement Project Date: September 12, 2021



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**Full 106 Effect Finding**

No Historic Properties Affected       No Adverse Effect       Adverse Effect

**Eligible and/or Listed Resources Present**

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

**Documentation Prepared** (mark all that apply)

APE, Eligibility and Effect Determination  
800.11 Documentation  
Historic Properties Report or Short Report  
Archaeological Records Check and Assessment  
Archaeological Phase Ia Survey Report  
Archaeological Phase Ic Survey Report  
Other:

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

**ESD Approval Date(s)**

<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
9/2/2021
<input type="checkbox"/>
<input type="checkbox"/>

**SHPO Approval Date(s)**

<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
N/A
<input type="checkbox"/>
<input type="checkbox"/>

**MOA Signature Dates** (List all signatories)

Memorandum of Agreement (MOA)

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

N/A
-----

*If the project falls under the MPPA, describe the category(ies) that the project falls under and any approval dates. If the project requires full Section 106, use the headings provided. The completion of the Section 106 process requires that a Legal Notice be published in local newspapers. Please indicate the publication date, name of the paper(s) and the comment period deadline. Include any further Section 106 work which must be completed at a later date, such as mitigation from a MOA or avoidance commitments.*

On September 2, 2021, the INDOT Cultural Resource Office (CRO) determined that this project falls within the guidelines of Category A, Types 5, 6, and 9, and Category B, Types 1, 3, and 9 under the Minor Projects Programmatic Agreement (MPPA) (Appendix D-3 to D-12). Category A, Type 5 projects include repair, in-kind replacement or upgrade of existing lighting, signals, signage, and other traffic control devices in previously disturbed soils. Category A, Type 6 projects include repair, replacement, or upgrade of existing safety appurtenances such as guardrails, barriers, glare screens, and crash attenuators in previously disturbed soils. Category A, Type 9 projects include the installation, repair, or replacement of erosion control measures along roadways, waterways, and bridge piers within previously disturbed soils. Category B, Type 1 projects include replacement, repair, or installation of curbs, curb ramps, or sidewalks, when such projects are associated with roadway work such as surface replacement, reconstruction, rehabilitation, or a resurfacing project, including overlays, shoulder treatments, pavement repair, seal coating, pavement grinding, and pavement marking, when the work occurs in undisturbed soils and an archaeological investigation reviewed by INDOT CRO determines that no archeological resources listed or eligible for the National Register of Historic Places (NRHP) are present within the project area and that work does not occur adjacent to or within a NRHP-listed or NRHP-eligible district or individual above-ground resource. Category B, Type 3 projects include the construction of added travel, turning, or auxiliary lanes and shoulder widening when work occurs in undisturbed soils and an archaeological investigation reviewed by INDOT CRO determines that no NRHP-listed or potentially NRHP-eligible archaeological resources are present within the project area. Category B, Type 9 projects include installation, replacement, repair, lining, or extension of culverts and other drainage structures, when the work occurs in undisturbed soils and an archaeological investigation reviewed by INDOT CRO determines that no NRHP-listed or potentially NRHP-eligible archaeological resources are present within the project area.

An archaeological records check and Phase 1a reconnaissance survey report was determined to be required due to purchasing ROW and replacing numerous culverts within undisturbed soils along SR 14. The report (Martin & Kelley 2021) found two (2) previously recorded archaeological sites that had been documented within or adjacent to the project boundaries in a previous investigation (Szmuto et al. 2018). Both sites are outside of the existing ROW, and one is located near proposed ground disturbance. The previous investigation in 2018 determined that the two (2) sites were not eligible for the NRHP (Appendix D-12). The report for this project (Martin & Kelley 2021) identified one previously unrecorded archaeological site within the 6.8 acre survey area. The report recommended this site not eligible for the NRHP and no further work was recommended. INDOT CRO concurred with the 2021 report's evaluations and recommendations and determined there were no archaeological concerns.

There is one (1) cemetery located on the south side of SR 14, near the intersection of CR 150 E. A cemetery development plan (CDP) may be required to be completed prior to construction in accordance with Indiana Code (IC) 14-21-1-26.5 due to the proposed pavement wedge installation at the mailbox pull-off adjacent to the facility.

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No further consultation is required. This completes the Section 106 process and the responsibilities of the FHWA under Section 106 have been fulfilled.

### SECTION E – SECTION 4(f) RESOURCES/ SECTION 6(f) RESOURCES

	<u>Presence</u>	<u>Use</u>	
		Yes	No
<b>Parks and Other Recreational Land</b>			
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"/>
<b>Wildlife and Waterfowl Refuges</b>			
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"/>
<b>Historic Properties</b>			
Site eligible and/or listed on the NRHP	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b><u>Evaluations Prepared</u></b>			
Programmatic Section 4(f)	<input type="checkbox"/>		
“De minimis” Impact	<input type="checkbox"/>		
Individual Section 4(f)	<input type="checkbox"/>		
Any exception included in 23 CFR 774.13	<input type="checkbox"/>		

*Discuss Programmatic Section 4(f) and “de minimis” Section 4(f) impacts in the discussion below. Individual Section 4(f) documentation must be included in the appendix and summarized below. Discuss proposed alternatives that satisfy the requirements of Section 4(f). FHWA has identified various exceptions to the requirement for Section 4(f) approval. Refer to 23 CFR § 774.13 - Exceptions.*

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, the aerial maps of the project area (Appendix B-6 to B-9), and the RFI report addendum infrastructure maps (Appendix E-20 to E-22), there are seven (7) potential 4(f) resources located within the 0.5-mile search radius: three (3) parks and four (4) trails. The closest resources, Winamac Town Park and one (1) trail within the park, are located on the south side of the Tippecanoe River, south of SR 14 and outside of the project area. According to site visits on April 16, 2020, and April 22, 2021, by SJCA Inc., there are no Section 4(f) resources within or adjacent to the project area. Therefore, no use is expected.

Note: the original RFI report approved on March 25, 2020, and the RFI addendum approved on March 21, 2021, only included resources that were identified within 0.5 mile of the locations of structure and culvert replacements and installation.

**Section 6(f) Involvement**

**Section 6(f) Property**

**Presence**

**Use**

Yes

No




*Discuss Section 6(f) resources present or not present. Discuss if any conversion would occur as a result of this project. If conversion will occur, discuss the conversion approval.*

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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 ESD website revealed a total of 12 properties in Fulton and Pulaski County (Appendix I-1). None of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to 6(f) resources.

### SECTION F – Air Quality

#### STIP/TIP and Conformity Status of the Project

Is the project in the most current STIP/TIP?

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

Is the project located in an MPO Area?

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

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 No, 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"/>
--------------------------	--------------------------

Location in STIP:

FY 2020-2024, Contract B 41443

Name of MPO (if applicable):

N/A

Location in TIP (if applicable):

N/A

Level of MSAT Analysis required?

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

Describe if the project is listed in the STIP and if it is in a TIP. Describe the attainment status of the county(ies) where the project is located. Indicate whether the project is exempt from a conformity determination. If the project is not exempt, include information about the TP and TIP. Describe if a hot spot analysis is required and the MSAT Level.

#### STIP/TIP

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

#### Attainment Status

This project is located in Pulaski and Fulton County, which are currently in attainment for all criteria pollutants according to IDEM Office of Air Quality Current and Historical List of Nonattainment Areas ([https://www.in.gov/idem/airquality/files/nonattainment\\_county\\_list.pdf](https://www.in.gov/idem/airquality/files/nonattainment_county_list.pdf)). Therefore, the conformity procedures of 40 CFR Part 93 do not apply.

#### MSAT

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 G - NOISE

#### Noise

Yes No

Is a noise analysis required in accordance with FHWA regulations and INDOT's traffic noise policy?

Date Noise Analysis was approved/technically sufficient by INDOT ESD: N/A

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*Describe if the project is a Type I or Type III project. If it is a Type I project, describe the studies completed to date and if noise impacts were identified. If noise impacts were identified, describe if abatement is feasible and reasonable and include a statement of likelihood.*

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 H – COMMUNITY IMPACTS

**Regional, Community & Neighborhood Factors**

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

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

*Discuss how the project complies with the area's local/regional development patterns; whether the project will impact community cohesion; and impact community events. Discuss how the project conforms with the ADA Transition Plan.*

This project will comply with the local and regional development patterns in the area. Pulaski County has a 2009 Comprehensive Plan (<http://gov.pulaskionline.org/comp-plan/>) that outlines goals to improve transportation safety and to develop and enhance an efficient vehicular network. Fulton County is currently updating their 2008 Comprehensive Plan; one goal of the original plan and the updated plan is to create a safe transportation system, and lists transportation as one quality of life factor (<https://www.co.fulton.in.us/department/division.php?structureid=91>).

Pulaski County and Fulton County have approved Americans with Disabilities Act (ADA) Transition Plans (see <https://www.co.fulton.in.us/department/index.php?structureid=13> and <http://gov.pulaskionline.org/ada-compliance/>). The ADA Transition Plans ensure 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 Fulton County and Pulaski County ADA Transition Plans because it will not restrict access to any facilities upon completion of the project. The project will improve the sidewalk ramps in the northwest and southwest quadrants of the SR 14/Riverside Drive intersection by reconstructing them to meet ADA requirements. The project does not involve any other improvements to or new construction of pedestrian facilities.

A search of events on Pulaski County Tourism's website (<http://tourism.pulaskionline.org/>) and Fulton County Tourism's website (<https://county25.com/all-events/>) found several annual events that may occur during construction. Since an official detour with clearly marked signage will be used during construction, impacts to community cohesion and local events will be minimized. It was concluded that the project will not substantially impact community cohesion or adversely impact local community events.

ROW will be required for the project. Acquisition will occur primarily at the structure replacement and installation locations and at intersections, with minimal impacts to properties. The project will not have a substantial impact to local tax bases and property values. This project will have a net positive effect on the community because it will ensure an improved roadway surface along approximately 9.5 miles of SR 14.

**Public Facilities and Services**

*Discuss what public facilities and services are present in the project area and impacts (such as MOT) that will occur to them. Include how the impacts have been minimized and what coordination has occurred. Some examples of public facilities and services include health facilities, educational facilities, public and private utilities, emergency services, religious institutions, airports, transportation or public pedestrian and bicycle facilities.*

Based on a desktop review and the aerial maps of the project area (Appendix B-6 to B-9), there are seven (7) religious facilities, two (2) cemeteries, one (1) hospital, and three (3) railroads within the 0.5-mile search radius. Two (2) of the religious facilities (Winamac Nazarene Church and Church of the Heartland), one (1) cemetery (Reed Cemetery), and one (1) railroad are within or adjacent to the project area. These numbers were confirmed by site visits on April 16, 2020, and April 22, 2021, by SJCA Inc.

Early coordination letters were sent to Winamac Nazarene Church, Church of the Heartland, and Pulaski Memorial Hospital on May 6,

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2020, and May 7, 2020, but no responses were received. The railroad (shown in the infrastructure map in Appendix E-22) within the project area is located approximately 950 feet west of CR 1050 W. Based on site visits on April 16, 2020, and April 22, 2021, by SJCA Inc. and review of aerial mapping, the railroad tracks and portions of the railroad ballast within the project area have been removed, thus the railroad is no longer active. Therefore, coordination with INDOT Utilities and Railroads was determined to not be warranted.

Reed Cemetery is located on the south side of SR 14 at the intersection of CR 150 E. No ROW acquisition from the cemetery is anticipated; the project proposes installation of a paving wedge adjacent to the facility for a private driveway (refer to Appendix B-36). Based on review of the MPPA determination by INDOT CRO in Appendix D, a cemetery development plan for work within 100 feet of Reed Cemetery in accordance with Indiana Code (IC) 14-21-1-26.5 will not be required. No impacts to Reed Cemetery are expected.

Although no schools were identified within 0.5-mile search radius of the March 2020 RFI report or the March 2021 RFI addendum, the proposed detour will result in impacts to school bus routes. Therefore, an early coordination letter was sent to Winamac/Pulaski School District on May 6, 2020, but no response was received.

Based on review of the project plans in Appendix B-24 to B-110, there are several utilities within the project area, including telephone/communication, overhead electrical lines, fiberoptic, sanitary sewer, and natural gas lines. Relocation of utilities are anticipated but no interruptions to service are anticipated. Utility coordination is ongoing between the design engineer and the utility companies. As discussed previously, there is a sidewalk on the west side of Riverside Drive; the project proposes construction of ADA compliant curb ramps where the sidewalks end at SR 14. Because there are no sidewalks along SR 14 and no marked crosswalks over SR 14, impacts to pedestrian traffic is not expected.

One (1) airport, Winamac-Arens Field Airport, is located approximately 2.4 miles north of the western terminus of the project. The early coordination letter was sent to INDOT Aviation on June 29, 2021. The agency responded on July 6, 2021, and stated that if any object, obstruction, or equipment will exceed 135 feet in height, then further coordination will be needed with INDOT Aviation and the Federal Aviation Administration (FAA) due to the close proximity of the Winamac-Arens Field Airport and the need for any obstructions within five (5) miles to meet a 100:1 glideslope to the nearest runway according to 14 CFR part 77 standards (Appendix C-24). This recommendation is included in the Environmental Commitments section of this 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?

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

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

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

*Indicate if EJ issues were identified during project development. If an EJ analysis was not required, discuss why. If an EJ analysis was required, describe how the EJ population was identified. Include if the project has a disproportionately high and adverse effect on EJ populations and explain your reasoning. If yes, describe actions to avoid, minimize and mitigate these effects.*

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 approximately 4.43 acres of permanent right-of-way and no relocations. Therefore, an EJ Analysis is required.

Potential EJ impacts are detected by locating minority and low-income populations relative to a reference population to determine if populations of EJ concern exists and whether there could be disproportionately high and adverse impacts to them. The reference population may be a county, city or town and is called the community of comparison (COC). In this project, the COCs are Pulaski and Fulton Counties. The community that overlaps the project area is called the affected community (AC). In this project, the ACs are Census Tract 9533 in Fulton County and Census Tracts 9589 and 9590 in Pulaski County. 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 2019 American Community Survey (ACS) 5-year estimates was obtained from the US Census Bureau Website <https://factfinder.census.gov/> on July 15, 2021, by SJCA Inc. Refer to Appendix I-4 to I-10 for the maps and data collected for minority and low-income populations within the AC, which are summarized in the tables below:

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	COC 1 – Fulton Co.	COC 2 – Pulaski Co.
Percent Minority	8.2%	5.9%
125% of COC	10.3%	7.4%
Percent Low-Income	12.4%	12.2%
125% of COC	15.5 %	15.3%

	AC 1 – Census Tract 9533, Fulton Co.	AC 2 – Census Tract 9589, Pulaski Co.	AC 3 – Census Tract 9590, Pulaski Co.
Percent Minority	4.0%	5.9%	8.5%
	AC < 125% COC	AC<125% COC	AC>125% COC
EJ Population of Concern	No	No	Yes
Percent Low-Income	9.3%	11.7%	16.3%
	AC < 125% COC	AC < 125% COC	AC > 125% COC
EJ Population of Concern	No	No	Yes

AC-1, Census Tract 9533 (Fulton Co.), has a percent minority of 4.0% which is below 50% and is below the 125% COC -1 (Fulton Co.) threshold. AC-2, Census Tract 9589 (Pulaski Co.), has a percent minority of 5.9% which is below 50% and is below the 125% COC - 2 threshold (Pulaski Co.). AC-3, Census Tract 9590 (Pulaski Co.), has a percent minority of 8.5%, which is below 50% but above the 125% threshold (Pulaski Co.). Therefore, AC-3 is a minority population of EJ concern.

AC-1, Census Tract 9533 (Fulton Co.), has a percent low-income of 9.3% which is below 50% and is below the 125% COC -1 (Fulton Co.) threshold. AC-2, Census Tract 9589 (Pulaski Co.), has a percent low-income of 11.7% which is below 50% and is below the 125% COC - 2 threshold (Pulaski Co.). AC-3, Census Tract 9590 (Pulaski Co.), has a percent low-income of 16.3%, which is below 50% but above the 125% threshold (Pulaski Co.). Therefore, AC-3 is a low-income population of EJ concern.

The project will provide community-wide positive impacts in Pulaski and Fulton counties in the form of an improved roadway surface for all travelers regardless of income or ethnicity. Potential negative impacts to AC-3 minority and low-income populations will be similar to impacts to AC-1 and AC-2. Right-of-way acquisition will occur primarily at drainage structure improvement locations, without relocation of residences or businesses. The maintenance of traffic will impact all travelers regardless of income or ethnicity and will not impact EJ populations more than any other population. The EJ analysis conducted for this project was forwarded to INDOT ESD on July 15, 2021. INDOT ESD responded on July 16, 2021, stating that based on the information provided, INDOT ESD would not consider the impacts associated with this project as causing a disproportionately high and adverse effect on minority and/or low incomes populations of EJ concern relative to non-EJ populations in accordance with the provisions of Executive Order 12898 and FHWA Order 6640.23a. Therefore, no further EJ Analysis is required.

**Relocation of People, Businesses or Farms**

Will the proposed action result in the relocation of people, businesses or farms?  
Is a BIS or CSRS required?

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

Number of relocations:      Residences: \_\_\_\_\_ Businesses: \_\_\_\_\_ Farms: \_\_\_\_\_ Other: \_\_\_\_\_

*Discuss any relocations that will occur due to the project. If a BIS or CSRS is required, discuss the results in the discussion below.*

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

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### SECTION I – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

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

Documentation

Red Flag Investigation (RFI)		<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"/>

Date RFI concurrence by INDOT SAM (if applicable): March 25, 2020 and March 21, 2021  
(addendum)

*Include a summary of the potential hazardous material concerns found during review. Discuss in depth sites found within, directly adjacent to, or ones that could impact the project area. Refer to current INDOT SAM guidance. If additional documentation (special provisions, pay quantities, etc.) will be needed, include in discussion. Include applicable commitments.*

Based on a review of GIS and available public records, an RFI report was completed by SJCA Inc. (formerly Green 3, LLC) and approved by INDOT Site Assessment and Management (SAM) on March 25, 2020, (Appendix E-1 to E-14). 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.

Due to the small culvert replacements added within the project limits, an addendum to the March 25, 2020, RFI report was completed by SJCA Inc. and approved by INDOT SAM on March 21, 2021 (Appendix E-15 to E-25). The RFI addendum did not identify any additional hazmat sites of concern. Further investigation for hazardous material concerns or regulated substances is not required at this time.

## Part IV – Permits and Commitments

### PERMITS CHECKLIST

**Permits** (mark all that apply)

Likely Required

**Army Corps of Engineers (404/Section 10 Permit)**

Nationwide Permit (NWP)	<input type="checkbox"/>
Regional General Permit (RGP)	<input checked="" type="checkbox"/>
Individual Permit (IP)	<input type="checkbox"/>
Other	<input type="checkbox"/>

**IN Department of Environmental Management (401/Rule 5)**

Nationwide Permit (NWP)	<input type="checkbox"/>
Regional General Permit (RGP)	<input checked="" type="checkbox"/>
Individual Permit (IP)	<input type="checkbox"/>
Isolated Wetlands	<input type="checkbox"/>
Rule 5	<input checked="" type="checkbox"/>
Other	<input type="checkbox"/>

**IN Department of Natural Resources**

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

**Mitigation Required**

**US Coast Guard Section 9 Bridge Permit**

Others (Please discuss in the discussion below)	<input checked="" type="checkbox"/>
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List the permits likely required for the project and summarize why the permits are needed, including permits designated as "Other."

This project qualifies for a rural bridge exemption and is exempt from an IDNR Construction in a Floodway permit. An IDEM Rule 5 permit will likely be required as soil disturbance for this project will be more than one (1) acre. Work below the Ordinary High Water Mark (OHWM) will be necessary. Impacts are anticipated to be less than 0.1 acre and 300 linear feet of stream; therefore, an IDEM Section 401 WQC and USACE 404 RGP are likely required. The project will impact two (2) Pulaski County regulated drains; coordination has been initiated and permits, if any are required, will be obtained prior to construction.

Applicable recommendations provided by resource agencies 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.

### ENVIRONMENTAL COMMITMENTS

List all commitments and include the name of agency/organization requesting/requiring the commitment(s). Listed commitments should be numbered.

#### Firm:

1. Final project plans should include notations stating "Do Not Disturb" along wetland boundaries to indicate the wetland areas to be avoided. (INDOT ESD)
2. 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)
3. 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)
4. Any work in a wetland area within right-of-way or in borrow/waste areas is prohibited unless specifically allowed in the U.S. Army Corps of Engineers permit. (INDOT ESD)
5. The Tippecanoe River is listed as an IDEM impaired stream for *E. coli*. Workers who are working in or near water with *E. coli* should take care to wear appropriate personal protective equipment (PPE), observe proper hygiene procedures, including regular hand washing, and limited personal exposure. (INDOT ESD)
6. Lighting AMM 1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)
7. General AMM 1: Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs. (USFWS)
8. Tree Removal AMM 1: Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal. (USFWS)
9. Tree Removal AMM 2: Apply time of year restrictions for tree removal (April 1 to September 30) when bats are not likely to be present, or limit tree removal to 10 or fewer per project at any time of years 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 and DNR)
10. Tree Removal AMM 3: Ensure tree removal is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits). (USFWS)
11. Tree Removal AMM 4: Do not remove documented Indiana bat or NLEB roosts that are still suitable for roosting, or trees within 0.25 miles of roosts, or documented foraging habitat any time of year. (USFWS)
12. It is imperative that no pollutants of any kind reach the Tippecanoe River to avoid impacts to mussels. Spill containment materials must be kept at hand in case of an accidental spill of any material into either the water or the soil. (USFWS)
13. If any object, obstruction, or equipment will exceed 135 feet in height, then further coordination will be needed with INDOT Aviation and the Federal Aviation Administration (FAA) due to the close proximity of the Winamac-Arens Field Airport and the need for any obstructions within five (5) miles to meet a 100:1 glideslope to the nearest runway according to 14 CFR part 77 standards. (INDOT Aviation)

#### For Further Consideration:

14. Impacts to non-wetland forest of one (1) acre or more should be mitigated at a minimum 2:1 ratio. If less than one acre of non-wetland forest is removed in a rural setting, replacement should be at a 1:1 ratio based on area. Impacts to non-

This is page 24 of 25 Project name: SR 14 Road Improvement Project Date: September 12, 2021



**Indiana Department of Transportation**

County Pulaski and Fulton Co

Route SR 14

Des. No. 1800182

wetland forest under one (1) acre in an urban setting should be mitigated by planting five trees, at least 2 inches in diameter-at-breast height (dbh), for each tree which is removed that is 10 inches dbh or greater (5:1 mitigation based on the number of large trees). (IDNR)

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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<sup>3</sup></b>	No construction in waterways or water bodies	< 300 linear feet of stream impacts	≥ 300 linear feet of stream impacts	-	USACE Individual 404 Permit <sup>4</sup>
<b>Wetland Impacts<sup>3</sup></b>	No adverse impacts to wetlands	< 0.1 acre	-	< 1.0 acre	≥ 1.0 acre
<b>Right-of-way<sup>5</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” (With select AMMs <sup>6</sup> )	“Not likely to Adversely Affect” (With any AMMs or commitments)	-	“Likely to Adversely Affect”	Project does not fall under Species Specific Programmatic <sup>7</sup>
<b>Threatened/Endangered Species (Any other species)*</b>	Falls within guidelines of USFWS 2013 Interim Policy or “No Effect”	“Not likely to Adversely Affect”	-	-	“Likely to Adversely Affect”
<b>Environmental Justice</b>	No disproportionately high and adverse impacts	-	-	-	Potential <sup>8</sup>
<b>Sole Source Aquifer</b>	No Detailed Groundwater Assessment	-	-	-	Detailed Groundwater Assessment
<b>Floodplain</b>	No Substantial Impacts	-	-	-	Substantial Impacts
<b>Section 4(f) Impacts</b>	None	-	-	-	Any <sup>9</sup>
<b>Section 6(f) Impacts</b>	None	-	-	-	Any
<b>Permanent Traffic Alteration</b>	None	-	-	-	Any
<b>Noise Analysis Required</b>	No	-	-	-	Yes
<b>Air Quality Analysis Required</b>	No	-	-	-	Yes <sup>10</sup>
<b>Approval Level</b>	Concurrence by DE or ESD	DE or ESD	DE or ESD	DE and/or ESD	DE and/or ESD; and FHWA
<ul style="list-style-type: none"> <li>• District Env. (DE)</li> <li>• Env. Serv. Div. (ESD)</li> <li>• FHWA</li> </ul>					

<sup>1</sup> Coordinate with INDOT Environmental Services Division. 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> Total permanent impacts to streams (linear feet) and wetlands (acres).

<sup>4</sup> US Army Corps of Engineers Individual 404 Permit

<sup>5</sup> Total permanent and temporary right-of-way. This does not include reacquisition of existing apparent right-of-way.

<sup>6</sup> Avoidance and Mitigation Measures (AMMs) determined by the IPAC determination key to be required that are not tree AMMs, bridge AMMs, or structure AMMs.

<sup>7</sup> Projects that do not fall under a Species Specific Programmatic and results in a “Likely to Adversely Affect”. Other findings can be processed as a lower level CE.

<sup>8</sup> Potential for causing a disproportionately high and adverse impact.

<sup>9</sup> Section 4(f) use resulting in an Individual, Programmatic, or *de minimis* evaluation. The only exception is a *de minimis* evaluation for historic properties (Effective January 2, 2020). If a historic property *de minimis* and no other use, mark the *None* column.

<sup>10</sup> Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.

\* Includes the threatened/endangered species critical habitat

Note: Substantial public or agency controversy may require a higher-level NEPA document.

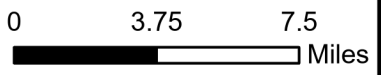
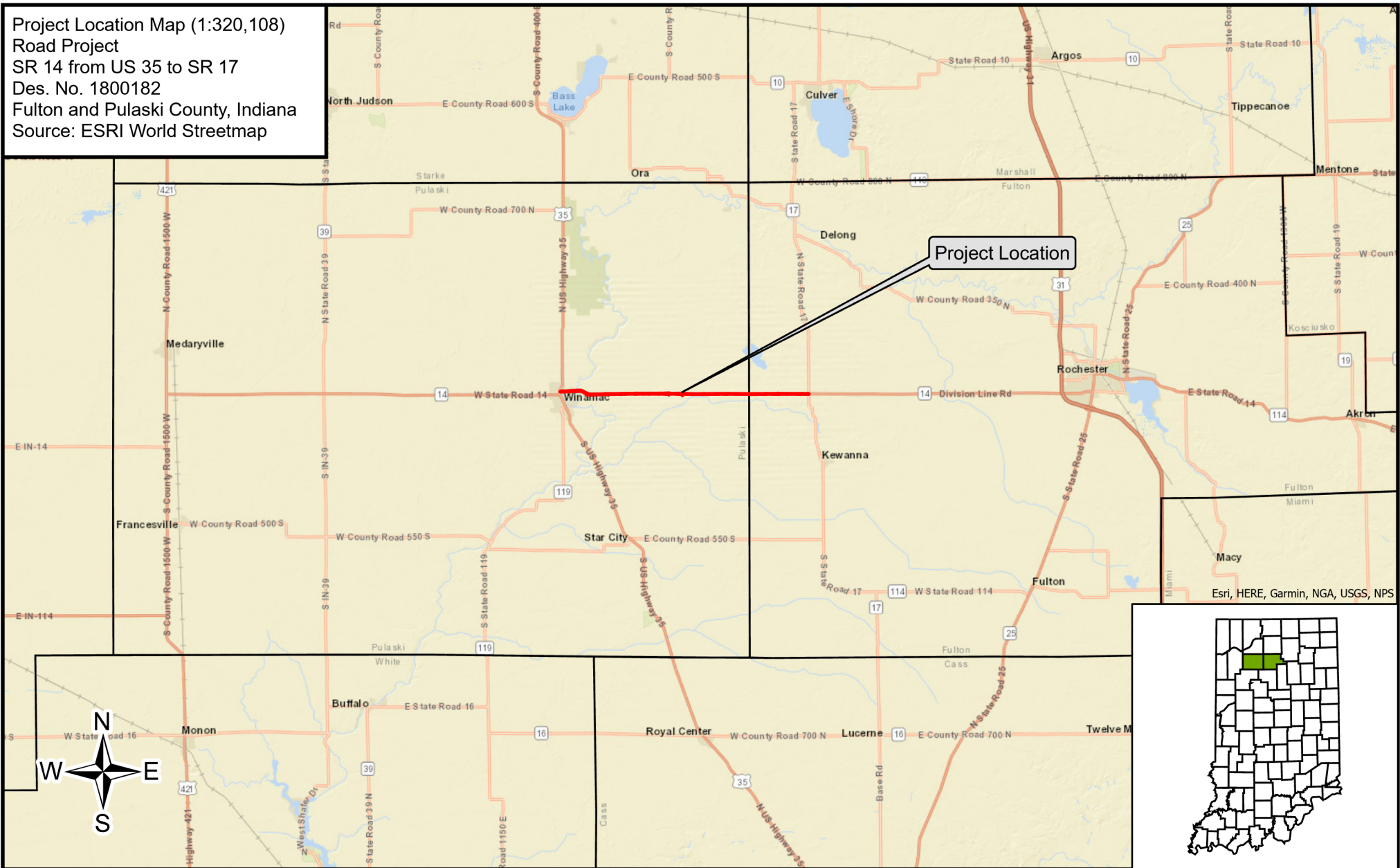
**Des 1800182**

**Appendix B**

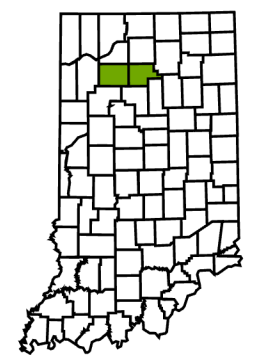
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**(Note to Reader: some plan sheets were removed to reduce the overall size of  
this CE document and can be made available upon request)**

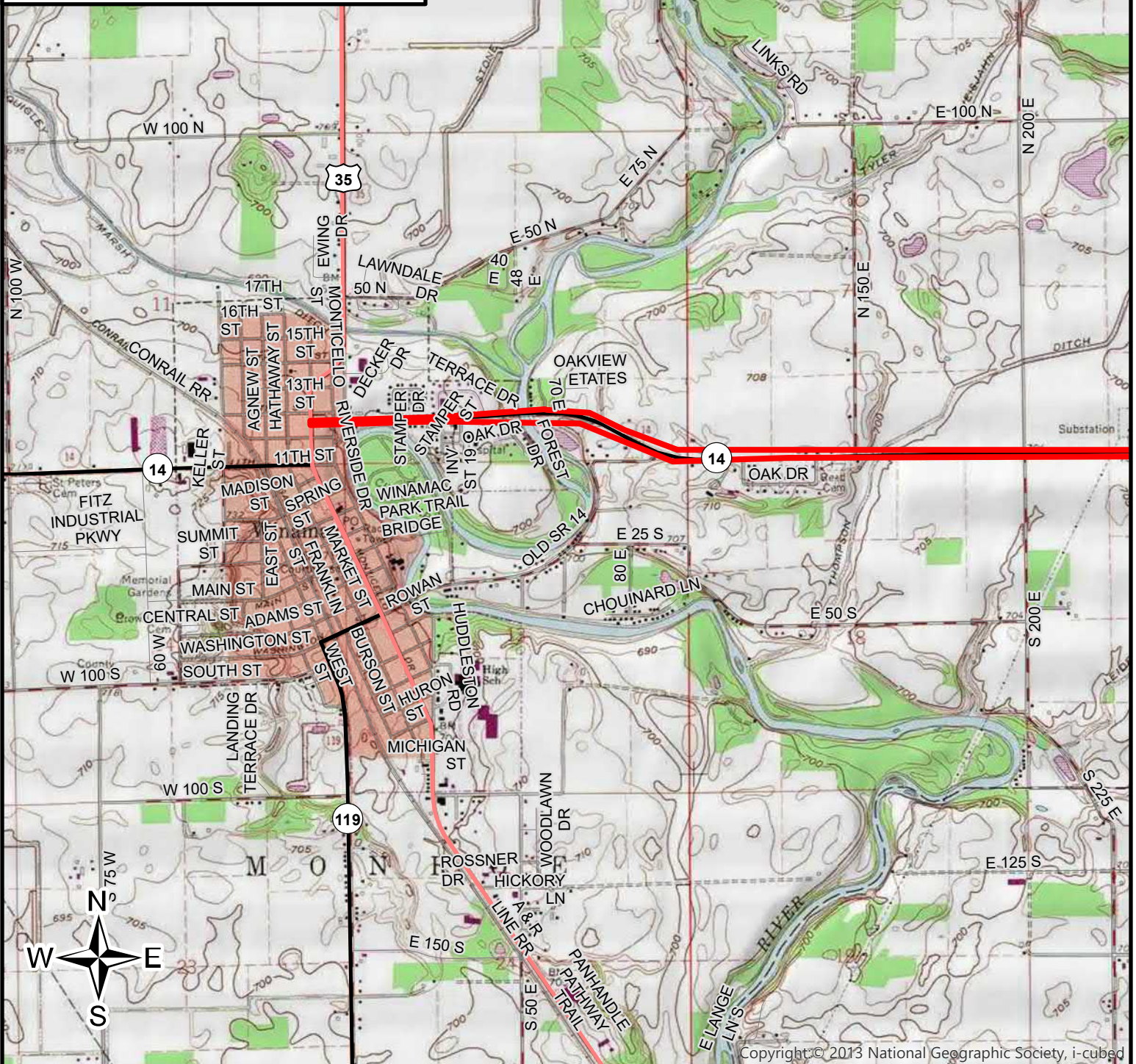
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 SR 14 from US 35 to SR 17  
 Des. No. 1800182  
 Fulton and Pulaski County, Indiana  
 Source: ESRI World Streetmap



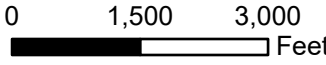
- Project Location
- County Boundary
- Project County



Topographic Map (1:27,000): (Page 1)  
 Road Project  
 SR 14 From US 35 and SR 17  
 Des. No. 1800182  
 Pulaski and Fulton County, Indiana  
 Winamac and Kewanna Quadrangle  
 Source: US Geological Survey



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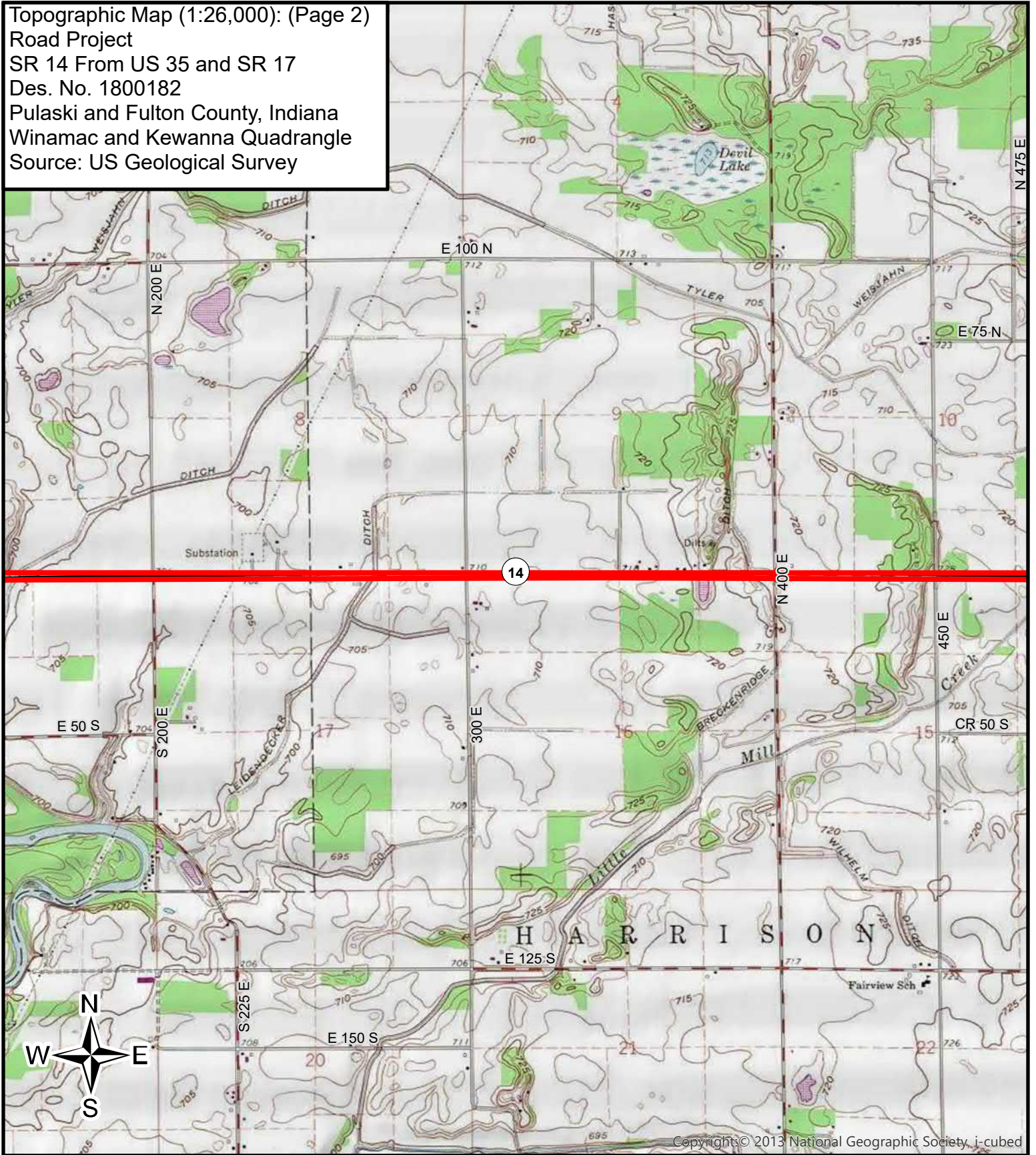


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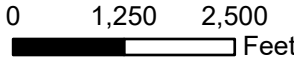




Topographic Map (1:26,000): (Page 2)  
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 Winamac and Kewanna Quadrangle  
 Source: US Geological Survey



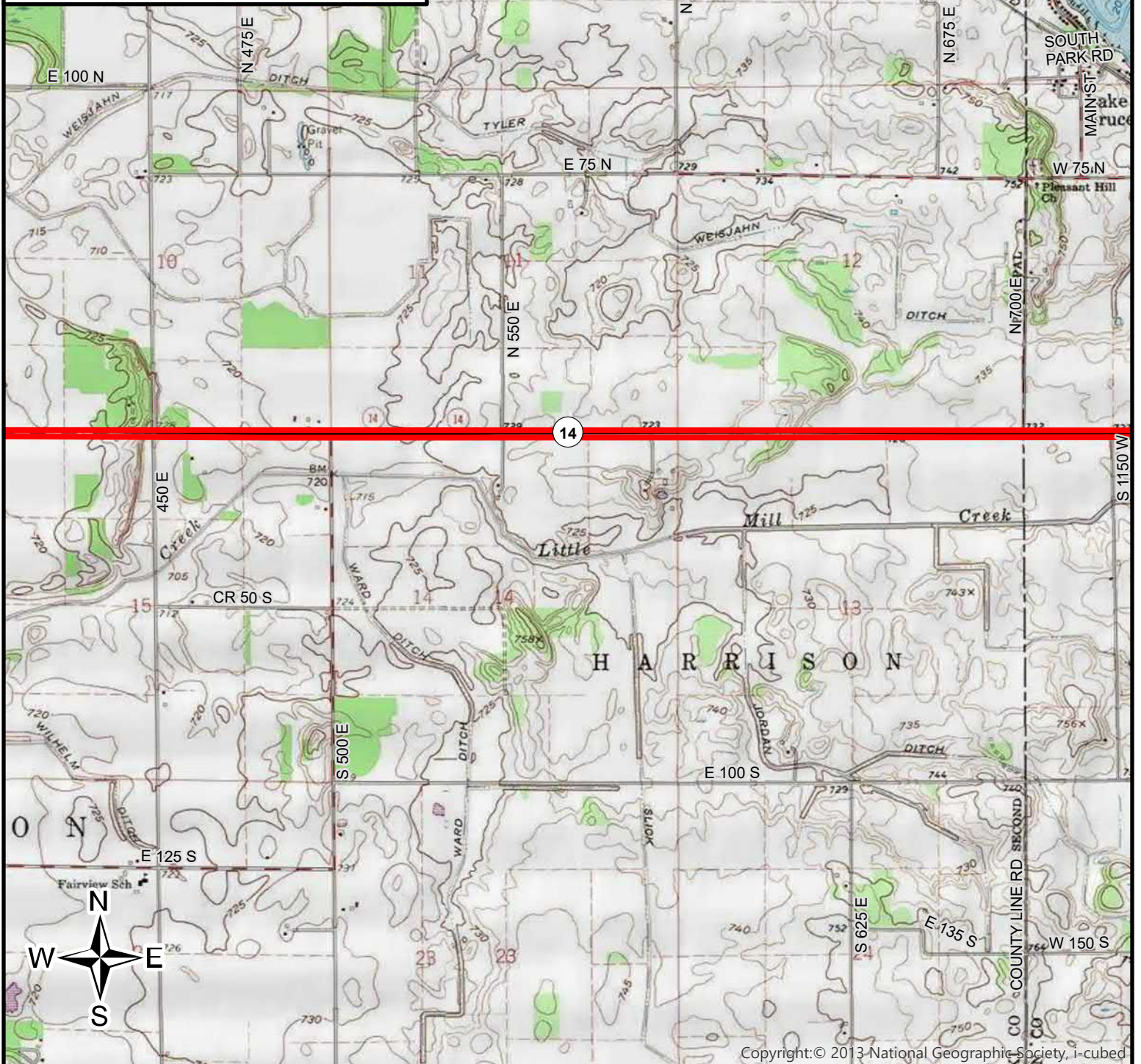
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 Project Location



Topographic Map (1:26,000): (Page 3)  
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 Pulaski and Fulton County, Indiana  
 Winamac and Kewanna Quadrangle  
 Source: US Geological Survey



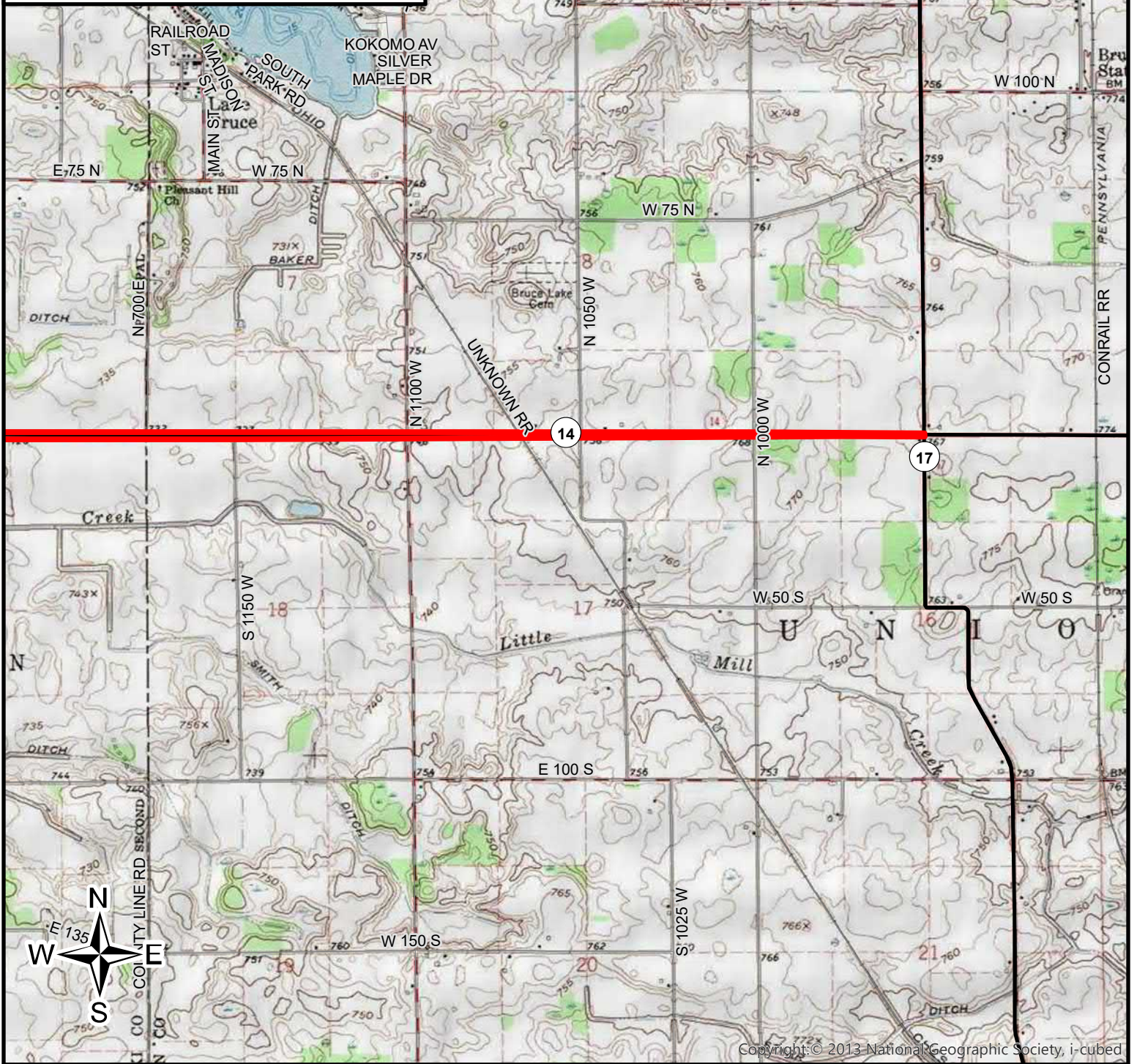
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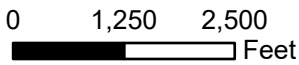
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 Winamac and Kewanna Quadrangle  
 Source: US Geological Survey



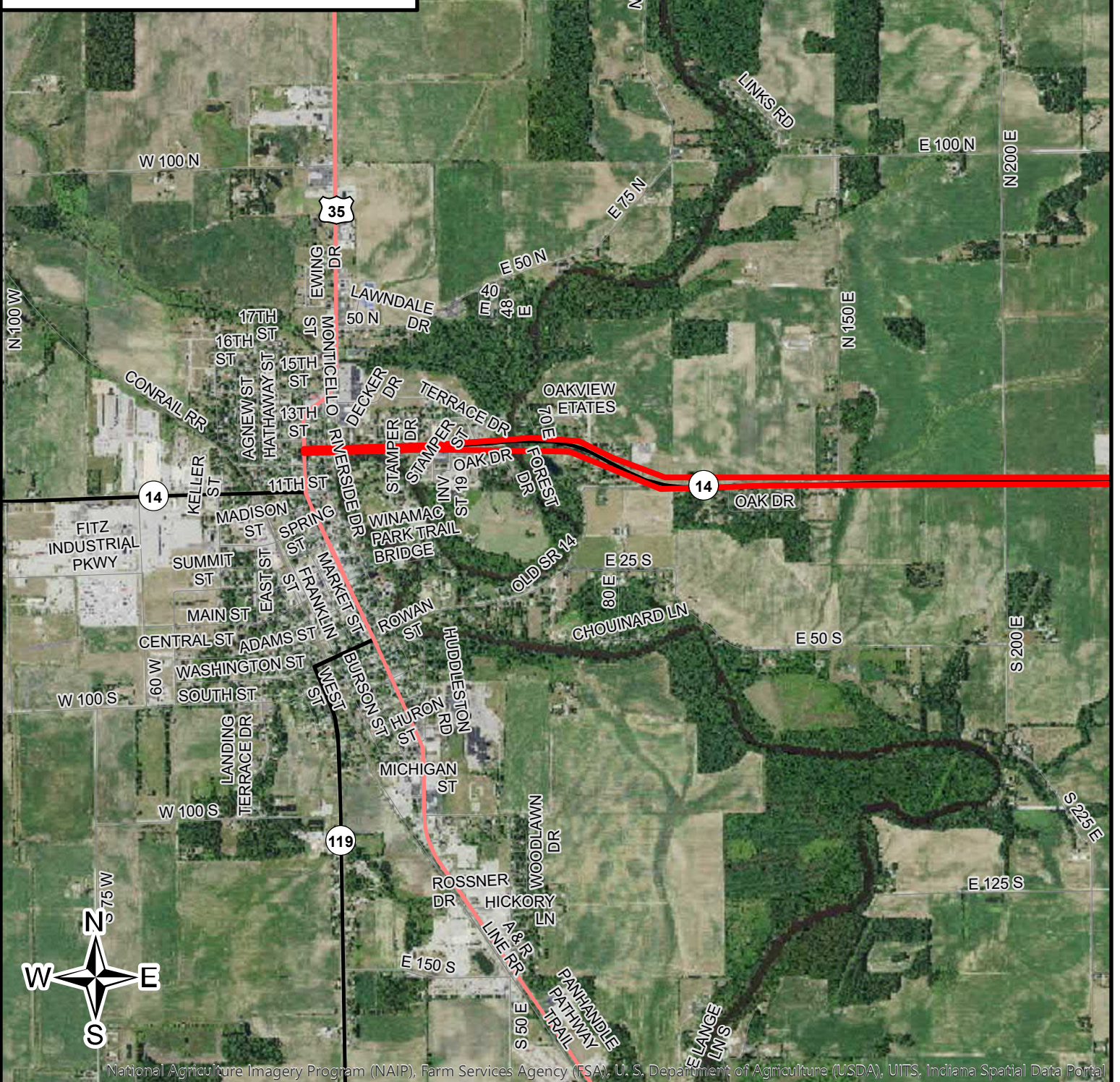
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 Project Location



Aerial Map (1:27,000): (Page 1)  
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 Pulaski and Fulton County, Indiana  
 Source: NAIP 2016 Imagery



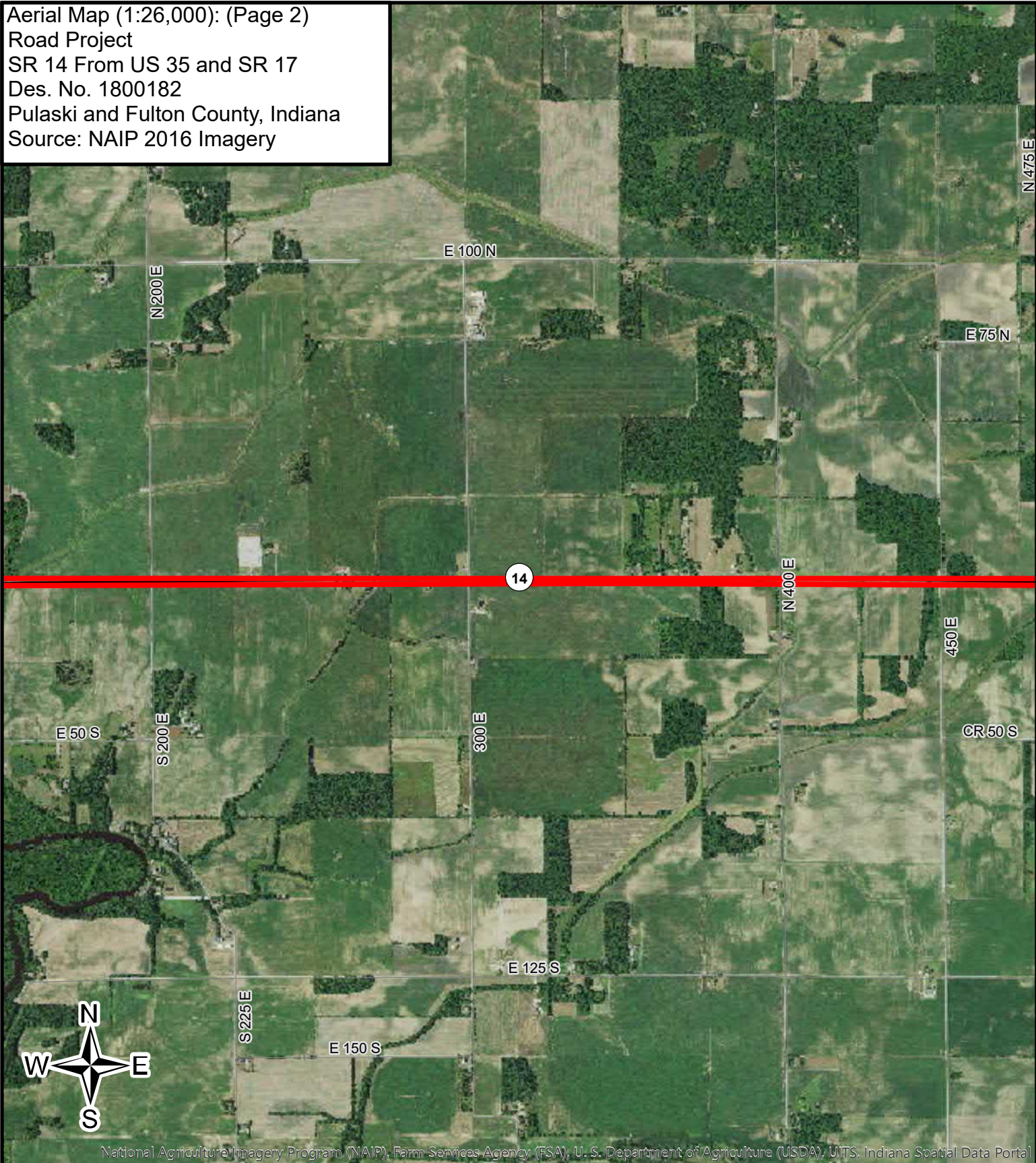
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 Project Location



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Feet

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Aerial Map (1:26,000): (Page 3)  
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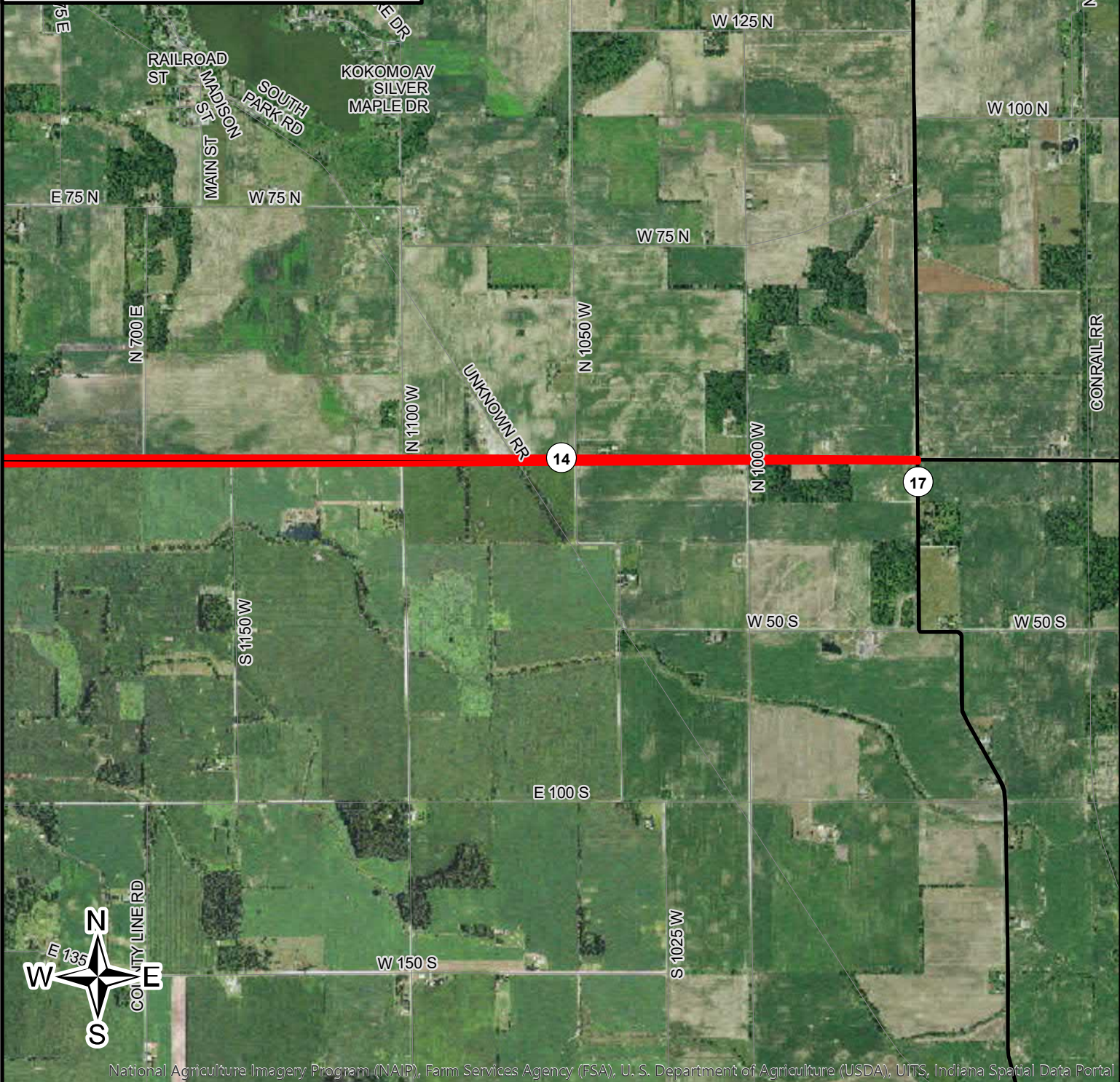
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Feet

 Project Location



Aerial Map (1:26,000): (Page 4)  
Road Project  
SR 14 From US 35 and SR 17  
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Pulaski and Fulton County, Indiana  
Source: NAIP 2016 Imagery



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Feet

 Project Location



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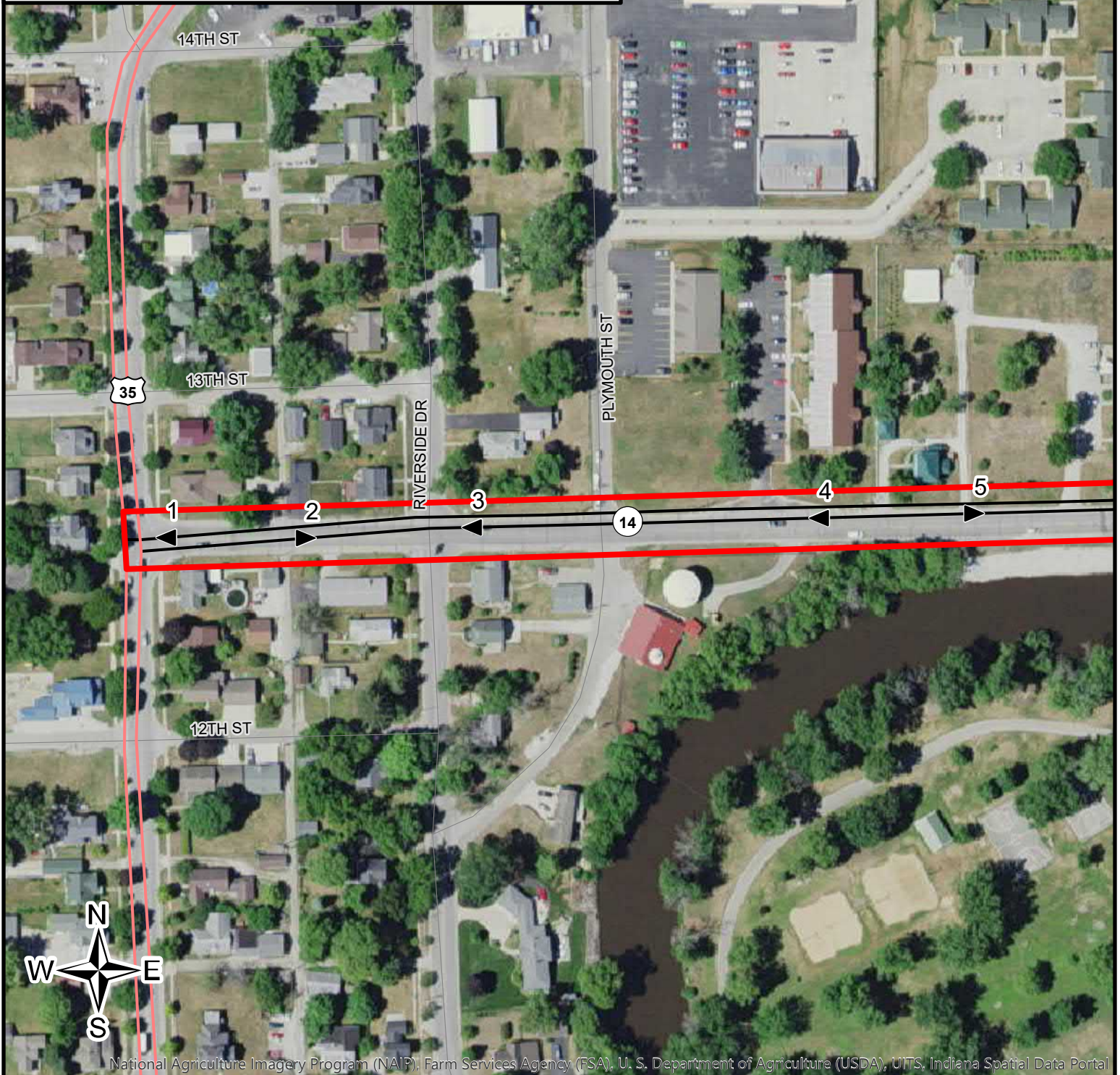
Road Project

SR 14 From US 35 and SR 17

Des. No. 1800182

Pulaski and Fulton County, Indiana

Source: Green 3, LLC Field Survey



0 110 220  
Feet



-  Project Location
-  Photo Location





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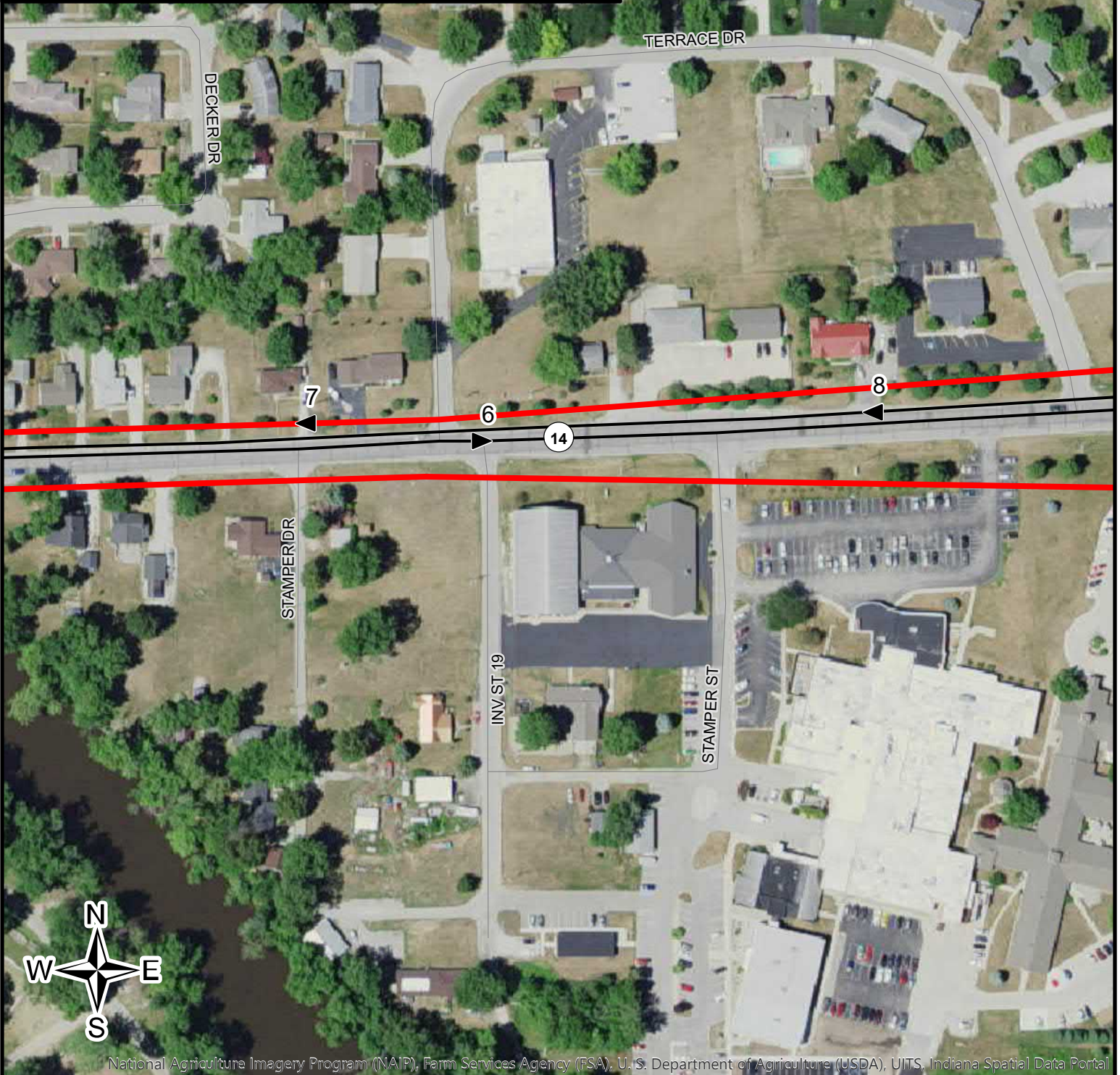
Road Project

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Pulaski and Fulton County, Indiana

Source: Green 3, LLC Field Survey



National Agriculture Imagery Program (NAIP), Farm Services Agency (FSA), U. S. Department of Agriculture (USDA), UIITS, Indiana Spatial Data Portal

0 110 220 Feet



-  Project Location
-  Photo Location



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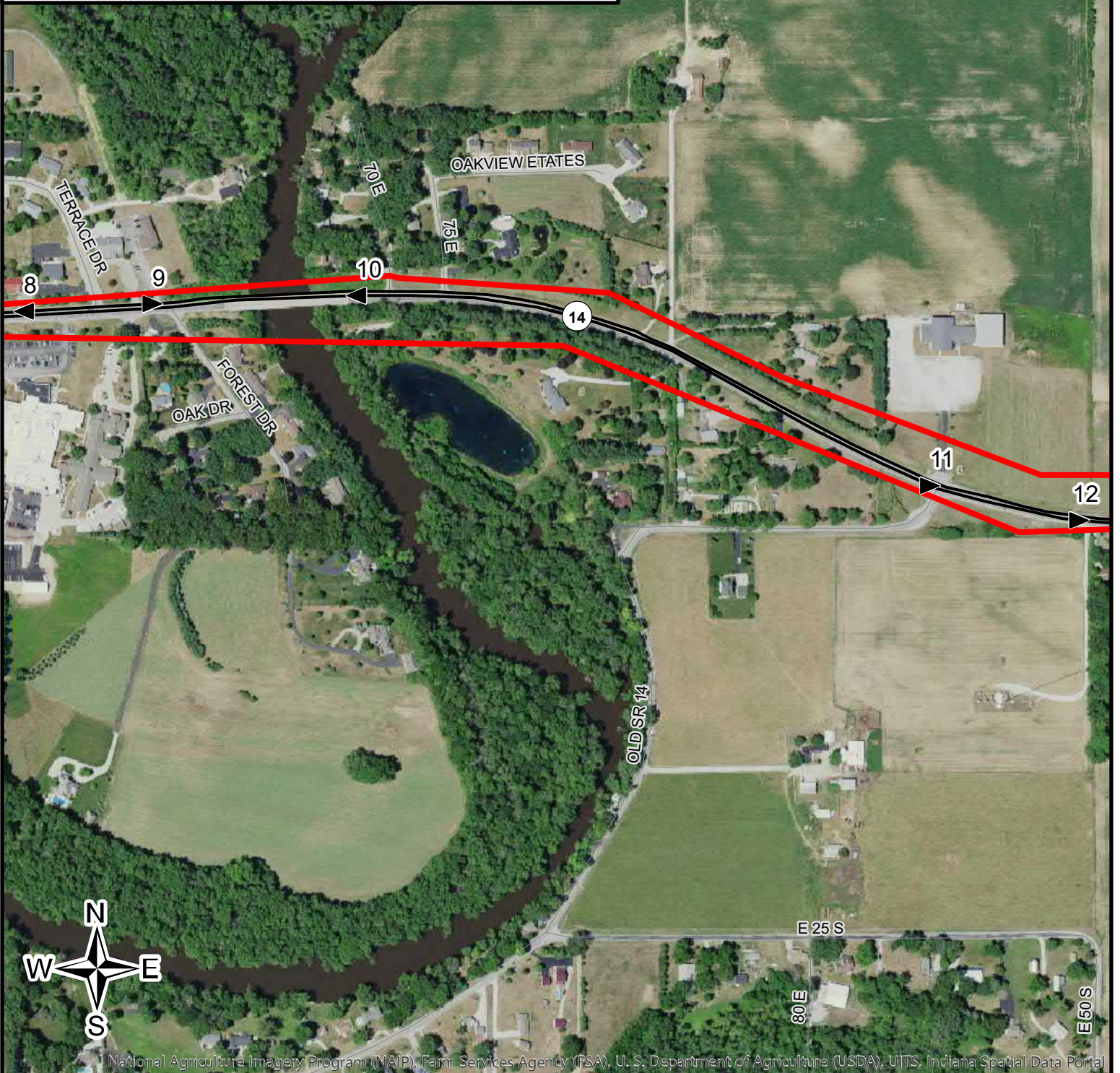
Road Project

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Des. No. 1800182

Pulaski and Fulton County, Indiana

Source: Green 3, LLC Field Survey



National Agriculture Imagery Program (NAIP), Farm Services Agency (FSA), U. S. Department of Agriculture (USDA), UTTS, Indiana Spatial Data Portal

0 310 620 Feet



-  Project Location
-  Photo Location



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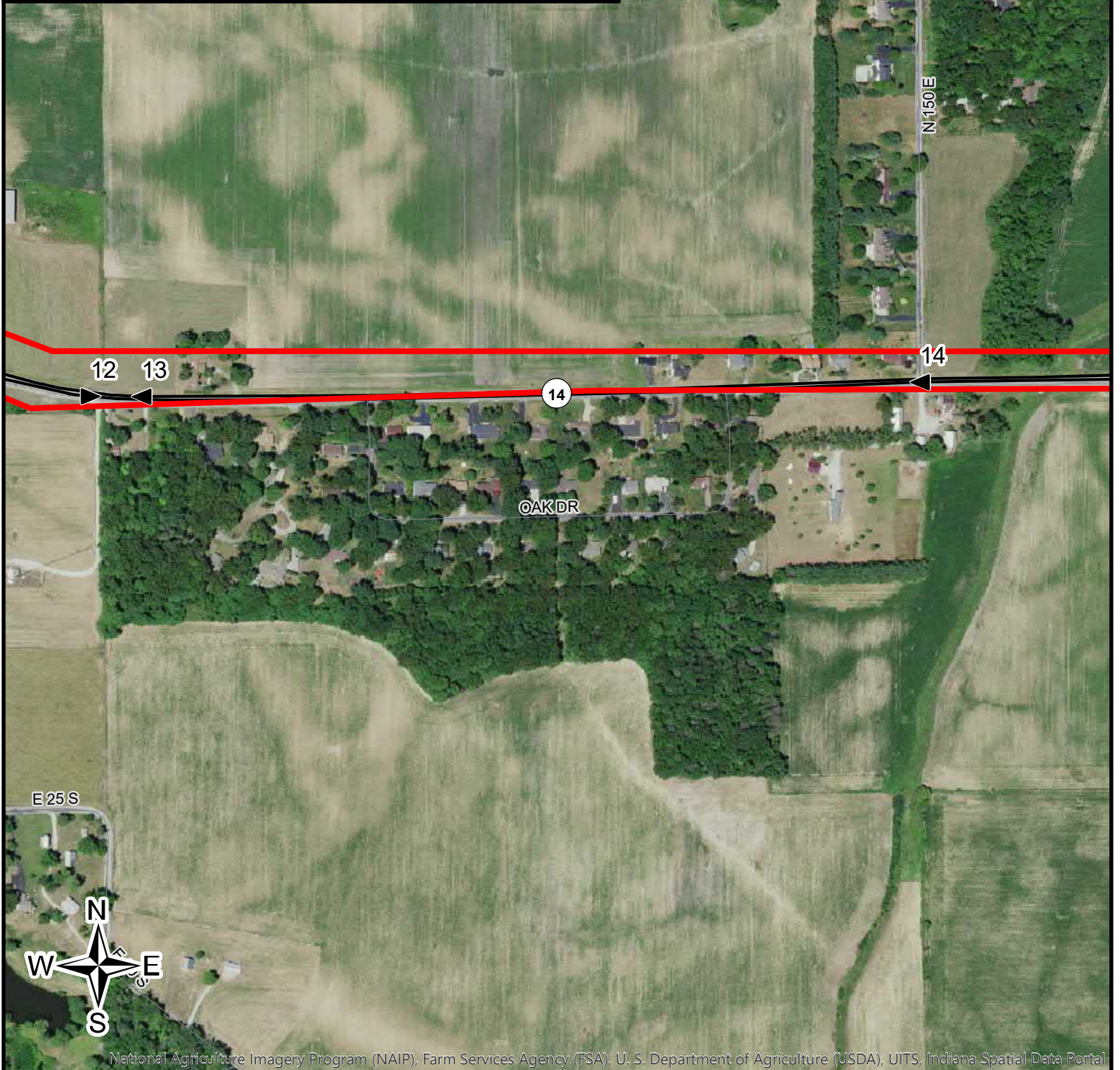
Road Project

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Des. No. 1800182

Pulaski and Fulton County, Indiana

Source: Green 3, LLC Field Survey



National Agriculture Imagery Program (NAIP), Farm Services Agency (FSA), U. S. Department of Agriculture (USDA), UITS, Indiana Spatial Data Portal

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-  Project Location
-  Photo Location



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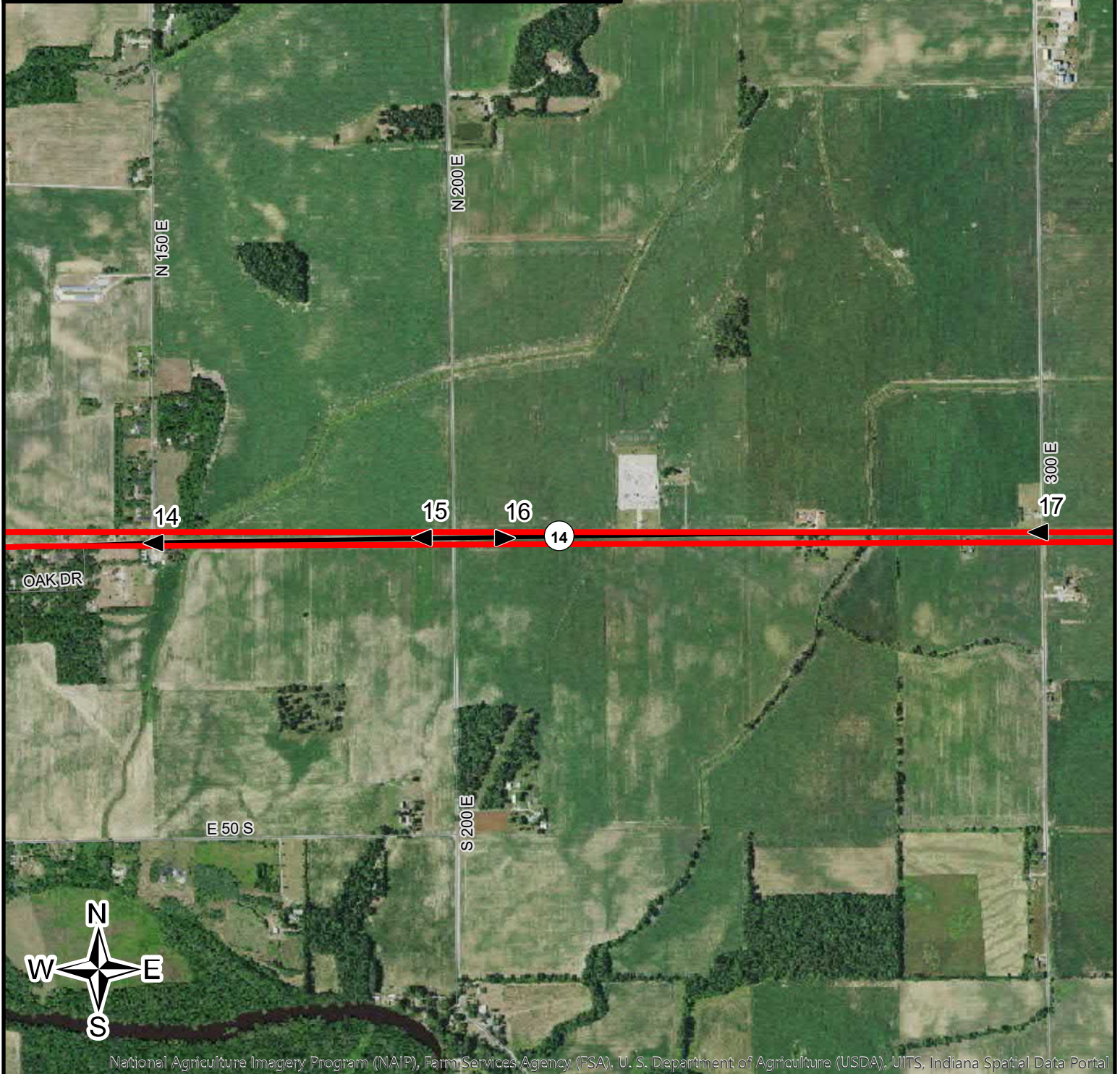
Road Project

SR 14 From US 35 and SR 17

Des. No. 1800182

Pulaski and Fulton County, Indiana

Source: Green 3, LLC Field Survey



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-  Project Location
-  Photo Location



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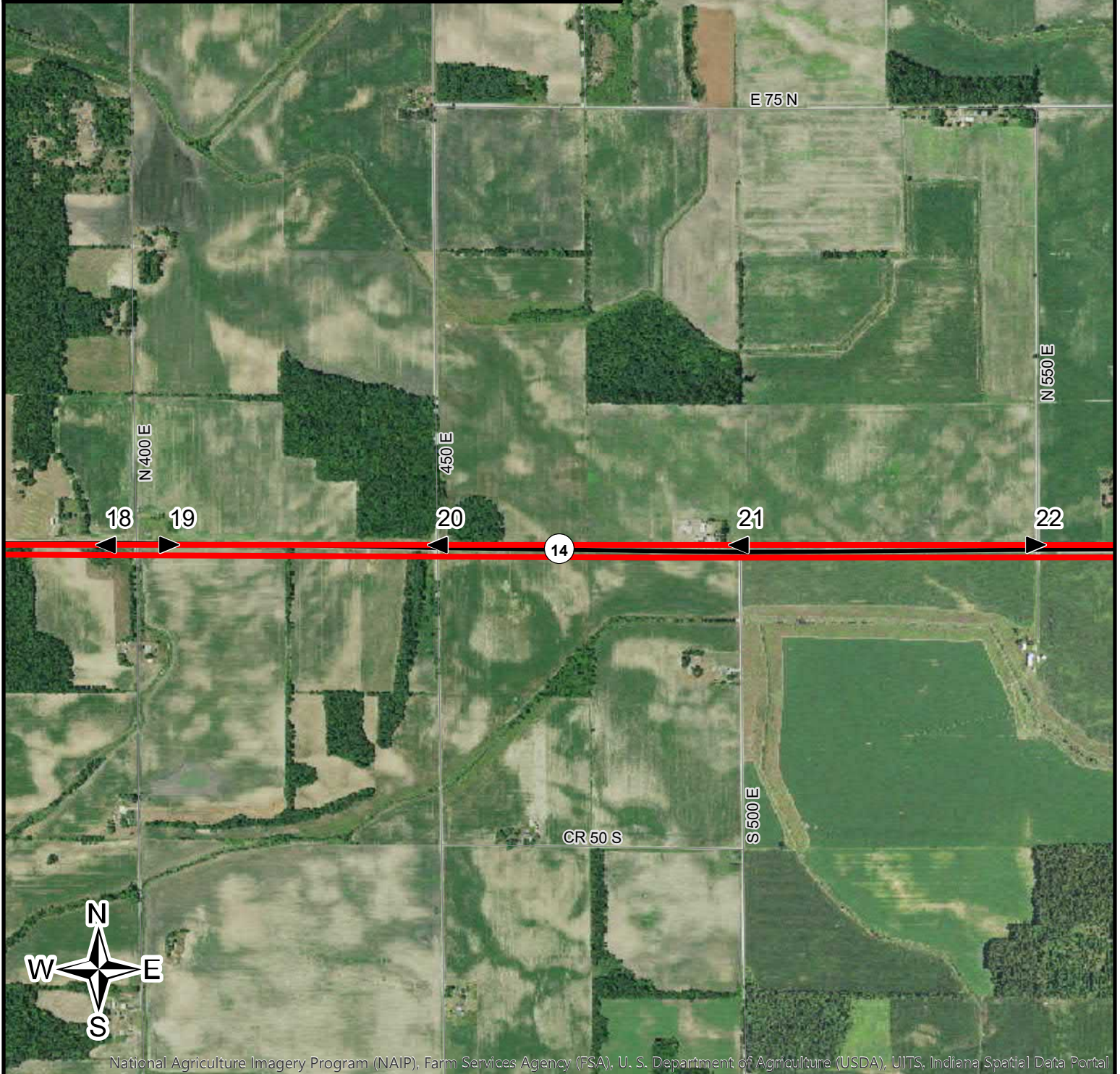
Road Project

SR 14 From US 35 and SR 17

Des. No. 1800182

Pulaski and Fulton County, Indiana

Source: Green 3, LLC Field Survey



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Feet



-  Project Location
-  Photo Location



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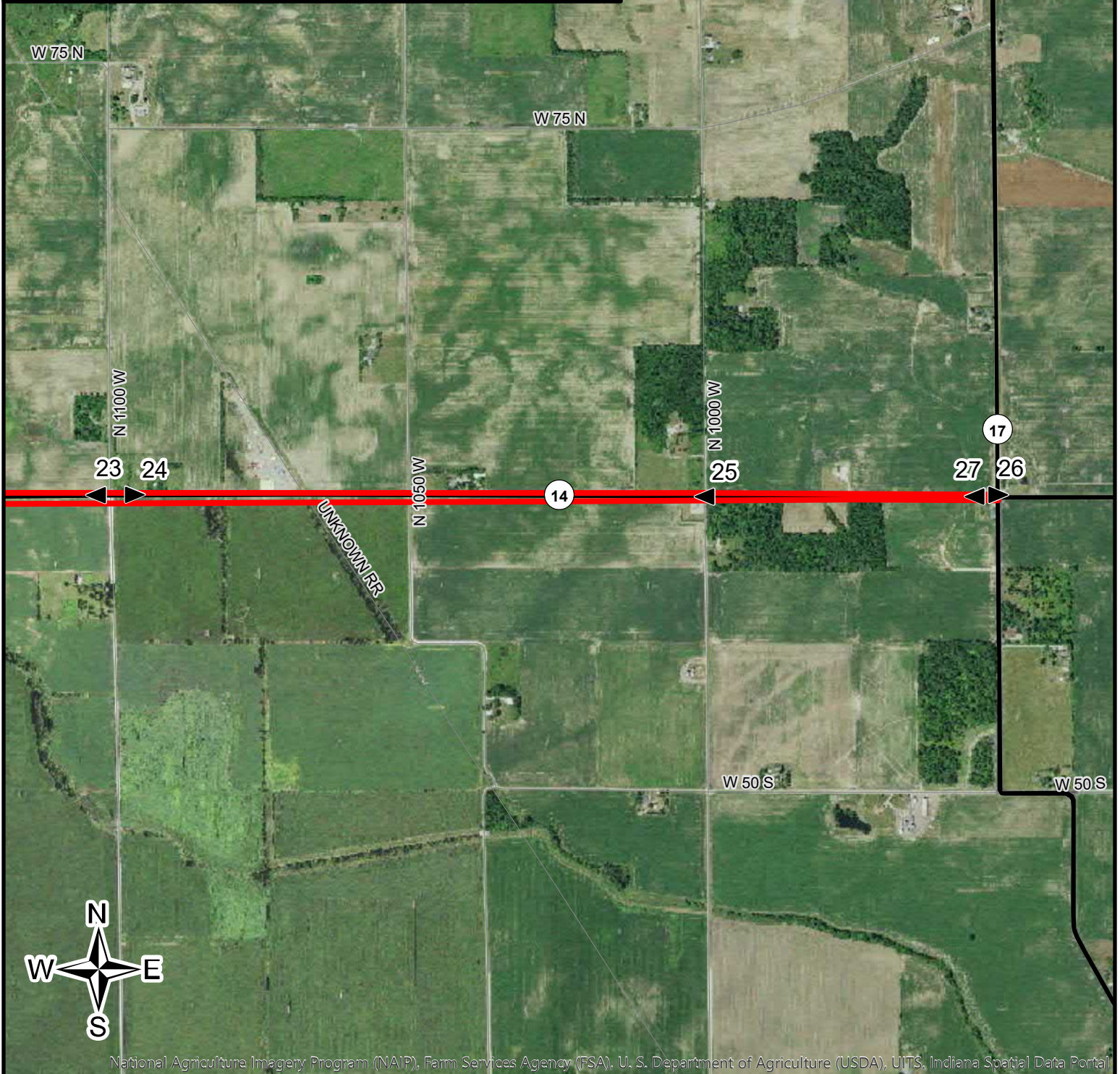
Road Project

SR 14 From US 35 and SR 17

Des. No. 1800182

Pulaski and Fulton County, Indiana

Source: Green 3, LLC Field Survey



0 500 1,000  
Feet



-  Project Location
-  Photo Location





Photo 1. SR 14 and SR 35 Intersection Facing West



Photo 3. SR 14 and Riverside Intersection Facing West



Photo 2. SR 14 and SR 35 Intersection Facing East



Photo 4. SR 14 Adjacent to Pines Apartment Facing West



Photo 5. SR 14 Adjacent to Tippecanoe River Facing East



Photo 7. SR 14 and Terrance Intersection Drive Facing West



Photo 6. SR 14 and Terrance Intersection Drive Facing East



Photo 8. SR 14 Adjacent to Pulaski Memorial Hospital Facing West





Photo 9. SR 14 and Forest Lane Intersection Facing East



Photo 11. SR 14 and Old SR 14 Facing East



Photo 10. SR 14 over Tippecanoe River Facing West



Photo 12. SR 14 and Oak Drive Intersection Facing East



Photo 13. SR 14 and Oak Drive Intersection Facing West



Photo 15. SR 14 and County Road 200 East Intersection Facing West



Photo 14. SR 14 and County Road 150 East Intersection Facing East



Photo 16. SR 14 and County Road 200 East Intersection Facing East



Photo 17. SR 14 and County Road 300 East Intersection Facing West



Photo 19. SR 14 and County Road 400 East Intersection Facing West



Photo 18. SR 14 and County Road 400 East Intersection Facing West



Photo 20. SR 14 and County Road 450 East Intersection Facing West



Photo 21. SR 14 and County Road 500 East Intersection Facing West



Photo 23. SR 14 and County Road 700 East Intersection Facing West



Photo 22. SR 14 and County Road 550 East Intersection Facing East

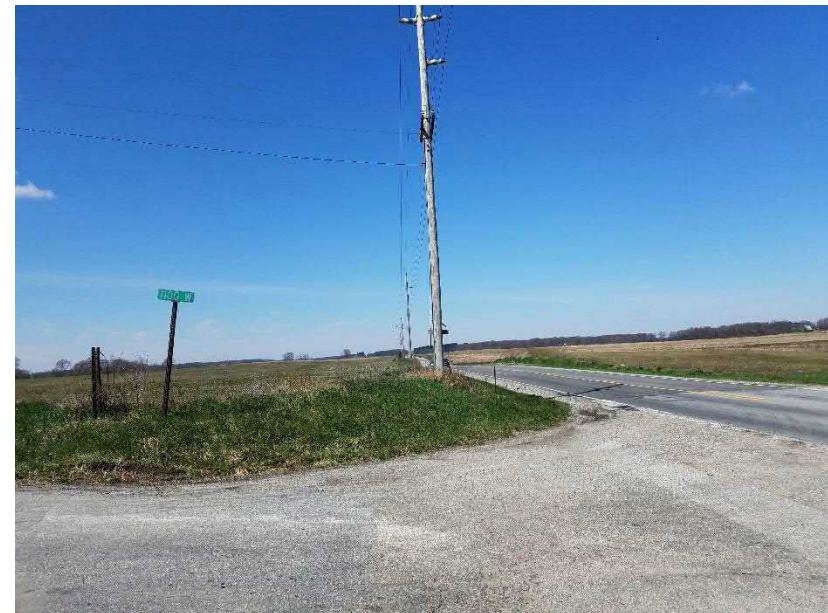


Photo 24. SR 14 and County Road 1100 West Intersection Facing East



Photo 25. SR 14 and County Road 1000 West Intersection Facing West



Photo 27. SR 14 and SR 17 Intersection Facing West



Photo 26. SR 14 and SR 17 Intersection Facing East