

Indiana Department of Transportation

County LaGrange

Route SR 5

Des. No. 1700179

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

Road No./County:	State Road (SR) 5/LaGrange County
Designation Number:	1700179
Project Description/Termini:	Auxiliary Lanes, Two-Way Left-Turn Lane / SR 5 from 0.02 mile (mi.) north of United States Highway (US) 20 (at Reference Post [RP] 91+18) to 0.03 mile north of School Street (at RP 92+64) in Shipshewana

After completing this form, I conclude that this project qualifies for the following type of Categorical Exclusion (FHWA must review/approve if Level 4 CE):

X	Categorical Exclusion, Level 2 – The proposed action meets the criteria for Categorical Exclusion Manual Level 2 - table 1, CE Level Thresholds. Required Signatories: ESM (Environmental Scoping Manager)
	Categorical Exclusion, Level 3 – The proposed action meets the criteria for Categorical Exclusion Manual Level 3 - table 1, CE Level Thresholds. Required Signatories: ESM, ES (Environmental Services Division)
	Categorical Exclusion, Level 4 – The proposed action meets the criteria for Categorical Exclusion Manual Level 4 - table 1, CE Level Thresholds. Required Signatories: ESM, ES, FHWA
	Environmental Assessment (EA) – EAs require a separate FONSI. Additional research and documentation is necessary to determine the effects on the environment. Required Signatories: ES, FHWA

Note: For documents prepared by or for Environmental Services Division, it is not necessary for the ESM of the district in which the project is located to release for public involvement or sign for approval.

Approval

_____	_____	_____	_____
ESM Signature	Date	ES Signature	Date
_____		_____	
FHWA Signature		Date	

Release for Public Involvement

<u>KMN</u>	<u>9/21/2020</u>	_____	_____
ESM Initials	Date	ES Initials	Date

Certification of Public Involvement _____

Office of Public Involvement Date

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

INDOT ES/District Env. Reviewer Signature: Karen M. Novak Date: 7/22/2020, 9/14/2020

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Name and Organization of CE/EA Preparer: Jessica Peterson, MS; Metric Environmental, LLC

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
	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If No, then:		
Opportunity for a Public Hearing Required?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

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

Remarks:

Notice of Entry letters were not mailed to property owners because it was believed that all construction activities would be contained within the existing right-of-way.

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

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Public Controversy on Environmental Grounds

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

Remarks: 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: Fort Wayne
Local Name of the Facility: SR 5

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

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

PURPOSE AND NEED:

Describe the transportation problem that the project will address. The solution to the traffic problem should NOT be discussed in this section. (Refer to the CE Manual, Section IV.B.2. Purpose and Need)

Need

The need for this project is due to the crash history and the presence of horse-drawn buggy traffic on this segment of SR 5. Strand Associates, Inc. (Strand) conducted an analysis of crash data collected by INDOT from 2015 through 2017 (Appendix I, pages I-3 to I-4). Strand calculated the Index of Crash Frequency (ICF), which measures the difference between expected and reported number of crashes. For example, an ICF of 0 indicates that a roadway is performing as expected, and an ICF of 2 indicates that the reported number of crashes exceeds the expected number of crashes by two standard deviations. SR 5 from US 20 to County Road (CR) 200 N was found to be a high-crash segment, with an ICF of 1.90, SR 5 from CR 200 N to School Street was also found to be a high-crash segment with an ICF of 2.97. This segment of SR 5 accommodates a large volume of horse-drawn buggy traffic and commercial vehicles. Through vehicles often enter the unofficial buggy lane to bypass left-turning vehicles and/or form long queues. This has resulted in high percentages of rear-end (44 percent of total) and right-angle (27 percent of total) collisions.

Purpose

The purposes of this project are (1) to reduce the crash rate, on this segment of SR 5 in order to provide a safe roadway for motorized vehicles and buggies and (2) to perpetuate drainage through the project area.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: LaGrange Municipality: Shipshewana

Limits of Proposed Work: The project extends along SR 5 from 0.02 mile north of US 20 (at RP 91+18) to 0.03 mile north of School Street (at RP 92+64).

Total Work Length: 1.40 Mile(s) Total Work Area: N/A Acre(s)

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

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

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¹If an IMS or IJS is required; a copy of the approved CE/EA document must be submitted to the FHWA with a request for final approval of the IMS/IJS.

In the remarks box below, describe existing conditions, provide in detail the scope of work for the project, including the preferred alternative. Include a discussion of logical termini. Discuss any major issues for the project and how the project will improve safety or roadway deficiencies if these are issues.

Location

The project extends along SR 5 from 0.02 mi. north of US 20 (at RP 91+18) to 0.03 mi. north of School Street (at RP 92+64). in the Town of Shipshewana in Middlebury Township, LaGrange County, Indiana (Appendix B, page B-1). Specifically, the project is located in Sections 10, 11, 14, and 15, Township 37 North, Range 8 East in the Shipshewana, Indiana 7.5-minute United States Geological Survey (USGS) topographic quadrangle (Appendix B, page B-2).

Existing Conditions

SR 5 is classified as a Major Collector and the roadway cross-section provides one 11-ft.-wide travel lane and a 10-ft.-wide paved shoulder in each direction. The shoulder currently serves as an unofficial travel lane for horse-drawn buggy traffic, which has resulted in a high crash rate, as described in detail in the Purpose and Need section of this document. Land uses in the project area include commercial, residential, agricultural, and recreational (Shipshewana Campground South). Water resources within the project area include one stream, Cotton Lake Ditch; one wetland, Wetland A; and 12 non-jurisdictional roadside ditches (RSDs) (Appendix F, pages F-27 to F-38). There is also an open ditch on an adjoining property to the west of SR 5 near Station (Sta.) 748+00.

Two existing INDOT culverts are present within the project area. CV 005-044-91.27 conveys Cotton Lake Ditch under SR 5 approximately 0.06 mi. north of US 20 and consists of a 3.8-ft. diameter corrugated metal pipe measuring 50 to 100 ft. long with a type E-7 manhole on the inlet (east end) of the structure (Appendix B, page B-30). CV 005-044-92.32 conveys drainage under SR 5 approximately 1.15 mi. north of US 20 and consists of a 95-ft.-long by 5-ft. diameter reinforced concrete pipe with a manhole on the east side of the structure (Appendix B, page B-40).

Utilities within and adjacent to the project area include underground gas, sewer, communications, and fiber optic lines and overhead electrical, communications, and fiber optic lines.

Preferred Alternative

The preferred alternative is to apply a preventative maintenance overlay to the existing pavement while widening the roadway to provide auxiliary lanes for buggy traffic and a two-way left-turn lane along the corridor. The design plans are provided in Appendix B, pages B-16 to B-43. Full-depth pavement will be installed adjacent to the existing shoulders prior to the preventative maintenance overlay to accommodate the widening. The new pavement section will consist of one 14-ft.-wide two-way left-turn lane, two 11-ft. to 12-ft.-wide through lanes, and two 9-ft.- to 10-ft.-wide buggy lanes, bordered on both sides by 2-ft.-wide concrete curb-and-gutter. The adjacent 7-ft. of the roadway profile on each side will be graded to 2 percent and will be sodded, with one exception. The exception is from Sta. 786+34 to 788+89, a 6-ft.-wide sidewalk will be installed instead of the aforementioned grading. Class I, II, III, and V driveways through the project area will be reconstructed as needed. Traffic will be maintained through the project area using lane shifts and phased construction.

Modifications to two existing drainage structures will be required (Appendix B, pages B-30 and B-40). The casting on the east side of CV 005-044-92.32 will be raised. The existing CV 005-044-91.27 will be removed and replaced with approximately 96 ft. of 72 in. corrugated pipe and Class I riprap will be placed at the outlet for scour protection.

Improvements to the storm sewer are anticipated. A total of approximately 132 inlets, 17 manholes, and 42 catch basins will be installed, as appropriate, along the east and west sides of SR 5. No other utility impacts are anticipated. Coordination with utility companies is ongoing by the design engineers and will continue, as necessary, until project completion.

The maintenance of traffic (MOT) for this project will involve phased construction sequencing and lane shifts, allowing

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the corridor to remain open to traffic for the duration of construction. Additional details are provided in the MOT During Construction section of this document.

The project requires approximately 0.44 ac. of permanent right-of-way (ROW) from residential, commercial, and agricultural properties and approximately 0.85 ac. of temporary ROW from residential, commercial, and agricultural properties. Please see the Right-of-Way section of this document for more information.

The project termini will begin on SR 5 from 0.02 mi. north of US 20 (at RP 91+18 and Sta. 713+08) and extend for approximately 1.4 mi. to the terminus located 0.03 mi. north of School Street (at RP 92+64 and Sta. 787+24) in Shipshewana. The project termini are logical because they are confined to those required to meet the geometric requirements for the auxiliary lanes and turn lane. The project has independent utility because it meets the purpose and need of the project without being connected to any other actions in the area.

Efforts to reduce environmental impacts included confining the construction footprint to as narrow of an area as possible and keeping construction activities within existing pavement where possible, reducing wetland impacts and eliminating the need for tree removal.

Since 44 percent of crashes along this segment of SR 5 were classified as rear-end, the construction of a two-way left turn lane is expected to be effective at reducing crashes. The addition of a two-way left turn lane is anticipated to reduce rear-end crashes by 38.7 percent and to reduce all crash types by 20.3 percent.

OTHER ALTERNATIVES CONSIDERED:

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

Do-Nothing

The Do-Nothing Alternative would leave the existing roadway in its current configuration, utilizing the paved shoulder as a buggy lane. The corridor would continue to experience a high crash rate, and the crash rate would be expected to increase further as a result of the population growth rate of 1.2 percent per year. No stream or wetland impacts, nor ROW acquisition, would be required. However, this alternative does not meet the stated purpose and need of the project; therefore, it was discarded from further consideration.

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

It would not correct existing capacity deficiencies;

It would not correct existing safety hazards;

It would not correct the existing roadway geometric deficiencies;

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

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

Other (Describe)

X

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ROADWAY CHARACTER:

Functional Classification: SR 5 from US 20 to Sta. 780+75 – Major Collector
 Current ADT: 8,415 VPD (2017) Design Year ADT: 9,038 VPD (2042)
 Design Hour Volume (DHV): 1,034 Truck Percentage (%) 13
 Designed Speed (mph): 35-40 Legal Speed (mph): 35-40

Functional Classification: SR 5 from Sta. 780+75 to Indiana Street – Major Collector
 Current ADT: 8,561 VPD (2017) Design Year ADT: 10,545 VPD (2042)
 Design Hour Volume (DHV): 1,039 Truck Percentage (%) 13
 Designed Speed (mph): 30 Legal Speed (mph): 30

Existing Proposed

Number of Lanes:	2	5
Type of Lanes:	One northbound through lane, one southbound through lane	One northbound through lane and one northbound buggy lane, one southbound through lane and one southbound buggy lane, one two-way left-turn lane
Pavement Width:	42 ft.	56 ft.
Shoulder Width:	10 ft.	2 ft.
Median Width:	N/A ft.	N/A ft.
Sidewalk Width:	0-6 ft.	0-6 ft.

Setting: Urban Suburban Rural
 Topography: Level Rolling Hilly

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

DESIGN CRITERIA FOR BRIDGES:

Structure/NBI Number(s): _____ Sufficiency Rating: _____
 (Rating, Source of Information)

Existing Proposed

Bridge Type:		
Number of Spans:		
Weight Restrictions:	ton	ton
Height Restrictions:	ft.	ft.
Curb to Curb Width:	ft.	ft.
Outside to Outside Width:	ft.	ft.
Shoulder Width:	ft.	ft.
Length of Channel Work:		ft.

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

Remarks: No bridges are within the project area; therefore, no bridges will be impacted by this project.

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Two existing INDOT culverts are present within the project area and will be modified for this project (Appendix B, pages B-30 and B-40). CV 005-044-91.27 conveys Cotton Lake Ditch under SR 5 approximately 0.06 mi. north of US 20 and consists of a 3.8-ft. diameter corrugated metal pipe measuring 50 to 100 ft. long with a type E-7 manhole on the inlet (east end) of the structure. The existing CV 005-044-91.27 will be removed and replaced with approximately 96 ft. of 72 in. corrugated pipe. CV 005-044-92.32 conveys drainage under SR 5 approximately 1.15 mi. north of US 20 and consists of a 95-ft.-long by 5-ft. diameter reinforced concrete pipe with a manhole on the east side of the structure. The casting on the east side of CV 005-044-92.32 will be raised.

Will the structure be rehabilitated or replaced as part of the project? Yes No N/A

If the proposed action has multiple bridges or small structures, this section should be filled out for each structure.

MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

	Yes	No
Is a temporary bridge proposed?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is a temporary roadway proposed?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the project involve the use of a detour or require a ramp closure? (describe in remarks)	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
Will the proposed MOT substantially change the environmental consequences of the action?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is there substantial controversy associated with the proposed method for MOT?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Remarks: The MOT for this project will involve phased construction sequencing and lane shifts, allowing the corridor to remain open to traffic for the duration of construction. MOT will consist of merging the motorized vehicle lane with the buggy lane for each direction. Temporary pavement markings and channeling devices will be utilized for the lane shifts. During Phase I, the SR 5 northbound pavement widening will be constructed, and traffic will be shifted to the northbound lanes/shoulder. During MOT Phase II, the SR 5 southbound pavement widening will be constructed, and traffic will be shifted to the northbound lanes/shoulder. During Phase III, the mainline pavement will receive a preventative overlay, and temporary lane closures will be necessary. The closures/lane restrictions will pose a temporary inconvenience to traveling motorists (including school buses and emergency services); however, no significant delays are anticipated, and all inconveniences will cease upon project completion. Delays may occur during construction but will cease with project completion.

ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: \$ 200,000 (2018) Right-of-Way: \$ 25,000 (2021) Construction: \$ 5,611,918 (2022)
 \$ 650,000 (2019) \$ 35,000 (2022)

Anticipated Start Date of Construction: March 21, 2022

Date project incorporated into STIP FY 2018-2021 STIP: September 5, 2017
FY 2020-2024 STIP: July 2, 2019

Yes No

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Is the project in an MPO Area?

If yes,

Name of MPO N/A

Location of Project in TIP N/A

Date of incorporation by reference into the STIP N/A

RIGHT OF WAY:

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	0.23	0.18
Commercial	0.15	0.59
Agricultural	0.06	0.08
Forest	0	0
Wetlands	0	0
TOTAL	0.44	0.85

Describe both Permanent and Temporary right-of-way and describe their current use. Typical and Maximum right-of-way widths (existing and proposed) should also be discussed. Any advance acquisition or reacquisition, either known or suspected, and there impacts on the environmental analysis should be discussed.

Remarks:

The existing and proposed ROW are shown in Appendix B, pages B-3 to B-8 and B-20 to B-22. The existing ROW through the project area varies from approximately 30 ft. to 45 ft. west and approximately 30 ft. to 60 ft. east of the centerline of SR 5. The project requires approximately 0.23 ac. of permanent ROW from seven residential properties, approximately 0.15 ac. of permanent ROW from five commercial properties, and approximately 0.06 ac. of permanent ROW from one agricultural property located adjacent to the project area. The project also requires approximately 0.18 ac. of temporary ROW from eight residential properties, 0.59 ac. of temporary ROW from 17 commercial properties, and 0.08 ac. of temporary ROW from two agricultural properties located adjacent to the project area. Permanent ROW acquisition will be required in order to accommodate the widening of the roadway, and temporary ROW acquisition will be required in order to reconstruct driveways. If the scope of work or permanent or temporary ROW amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately.

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

SECTION A – ECOLOGICAL RESOURCES

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

Remarks: Based on a desktop review, a site visit on September 20, 2018 by Metric, the aerial maps of the project area (Appendix B, pages B-3 to B-8), and the water resources map in the Red Flag Investigation (RFI) report (Appendix E, page E-12), there are two streams located within the 0.5 mi. search radius. There is one stream, Cotton Lake Ditch, present within the project area. There are no Federal, Wild and Scenic Rivers; State Natural, Scenic, and Recreational Rivers; Outstanding Rivers for Indiana; navigable waterways; or National Rivers Inventory waterways present in the project area.

Cotton Lake Ditch flows northwest through the project study limits via a corrugated metal pipe culvert (CV 005-044-91.27) before flowing into a concave depression west of SR 5 for approximately 61.4 linear feet (0.006 ac.). Cotton Lake Ditch exhibits significant nexus with the St. Joseph River, which becomes a Section 10 Traditional Navigable Waterway (TNW) at the 24.7 river mile; therefore, Cotton Lake Ditch should be considered a jurisdictional water of the U.S. Cotton Lake Ditch has an ordinary high-water mark (OHWM) width of 4 ft. and depth of 1 ft. The stream substrate consists of silt, clay, and sand. The Cotton Lake Ditch riparian corridor is narrow and consists of old field and road ROW. The stream was flowing at the time of the field reconnaissance, and exhibited low sinuosity with a flat gradient. No wildlife was observed in the stream during the time of the field reconnaissance. These factors contribute to the conclusion that Cotton Lake Ditch is a poor-quality stream.

Cotton Lake Ditch is listed on the IDEM 303(d) List of Impaired Waterbodies as impaired for *E. coli* and Impaired Biotic Communities (IBC). Workers who are working in or near water with *E. coli* should take care to wear appropriate personal protective equipment (PPE), observe proper hygiene procedures, including regular hand washing, and limit personal exposure. The stipulation is included in the Environmental Commitments section of this document.

The existing CV 005-044-91.27 will be removed and replaced with approximately 96 ft. of 72 in. corrugated pipe and Class I riprap at the outlet. This will result in approximately 61.4 LFT (0.006 ac.) of permanent stream impact. The stream will be dewatered utilizing a pump-around practice and cofferdams; however, the dewatering area will be within the area of permanent impacts. The anticipated permits for the impacts are Indiana Department of Environmental Management (IDEM) and United States Army Corps of Engineers (USACE) 401/404 Regional General Permits. No mitigation is anticipated to be required.

A Waters of the U.S. Determination / Wetland Delineation Report was approved by INDOT ESD Ecology and Waterway Permitting Office (EWPO) on May 9, 2019. Please refer to Appendix F for the Waters of the U.S. Determination/Wetland Delineation Report. It was determined that one stream was identified in the project study area. The USACE makes all final determinations regarding jurisdiction.

An early coordination letter was sent on March 5, 2020 to USACE and IDNR-DFW (Appendix C, pages C-1

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to C-3).

IDNR-DFW responded on April 1, 2020 with recommendations to minimize in-channel disturbance; not to excavate in the low flow area except for the placement of piers, foundations, and riprap and removal of the old structure; not to allow the deposition into the waterway; and to implement appropriately designed measures for controlling erosion and sediment (Appendix C, pages C-16 to C-17). All applicable IDNR-DFW recommendations are included in the Environmental Commitments section of this CE document.

USACE responded on April 6, 2020 and stated that a Department of the Army permit, pursuant to Section 404 of the Clean Water Act might be required (Appendix C, pages C-18 to C-19). All applicable USACE recommendations are included in the Environmental Commitments section of this document.

On March 5, 2020, Metric generated an automatic IDEM Proposed Roadway Construction Projects letter, in which IDEM recommended obtaining 401/404 permits (Appendix C, pages C-4 to C-10). IDEM recommendations are addressed by INDOT Standard Specifications and, therefore, are not included in the Environmental Commitments section of this document.

Other Surface Waters

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

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

Remarks:

Based on a desktop review, a site visit on September 20, 2018 by Metric, the aerial maps of the project area (Appendix B, pages B-3 to B-8), and the water resources map in the RFI report (Appendix E, page E-12), there are 25 other surface waters (13 lakes and 12 RSDs) located within the 0.5 mi. search radius. There are 13 other surface waters present within or adjacent to the project area. During the site visit, 12 RSDs consisting of a total of 5,284.4 linear feet were identified within and adjacent to the project area. The features are vegetated swales which contain upland vegetation and do not exhibit OHWM characteristics. Therefore, they are non-jurisdictional, and the RSD impacts will not require permits. Approximately 5,096.6 LFT of the RSDs will be filled in and receive pavement overlay in order to widen the roadway to accommodate the proposed auxiliary lane and buggy lanes. An additional open ditch was identified on the aerial map near Sta. 748+00 which will have an approximately 2-3 ft. hole filled in (Appendix B, pages B-6 and B-36). No permits or mitigation are anticipated.

On March 5, 2020, Metric generated an automatic IDEM Proposed Roadway Construction Projects letter, in which IDEM recommended that appropriate structures and techniques be utilized to minimize the impacts associated with storm water runoff (Appendix C, pages C-4 to C-10). IDEM recommendations are addressed by INDOT Standard Specifications and, therefore, are not included in the Environmental Commitments section of this document.

An early coordination letter was sent on March 5, 2020 to USACE and IDNR-DFW (Appendix C, pages C-1 to C-3).

IDNR-DFW responded on April 1, 2020 with recommendations to implement appropriately designed erosion and sediment control measures (Appendix C, pages C-16 to C-17). All applicable IDNR-DFW recommendations are included in the Environmental Commitments section of this CE document.

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USACE responded on April 6, 2020 and stated that a Department of the Army permit, pursuant to Section 404 of the Clean Water Act may be required (Appendix C, pages C-18 to C-19). All applicable USACE recommendations are included in the Environmental Commitments section of this document.

Presence **Impacts**

Yes **No**

Wetlands X X

Total wetland area: 0.040 acre(s) Total wetland area impacted: 0.020 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
A	Palustrine, Emergent, Persistent, Seasonally Flooded (PEM1A)	0.040	0.020	Wetland A is located west of SR 5 in a concave depression adjacent to Cotton Lake Ditch (Appendix F, pages F-6 and F-37)

Wetlands (Mark all that apply)	Documentation	ES Approval Dates
Wetland Determination	<input checked="" type="checkbox"/>	<input type="text" value="May 9, 2019"/>
Wetland Delineation	<input checked="" type="checkbox"/>	<input type="text" value="May 9, 2019"/>
USACE Isolated Waters Determination	<input type="checkbox"/>	<input type="text"/>
Mitigation Plan	<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, businesses, or other improved properties;
- Substantially increased project costs;
- Unique engineering, traffic, maintenance, or safety problems;
- Substantial adverse social, economic, or environmental impacts, or
- The project not meeting the identified needs.

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

Remarks: Based on a review of the National Wetlands Inventory (NWI) online mapper (<https://www.fws.gov/wetlands/data/Mapper.html>), a site visit on September 20, 2018 by Metric, the USGS topographic map (Appendix B, page B-2), and the RFI report (Appendix E, page E-12), there are 40 wetlands located within the 0.5 mi. search radius. There are is one wetland present within or adjacent to the project area. Wetland A is a PEM1A wetland located west of SR 5 in a concave depression adjacent to Cotton Lake Ditch. Approximately 0.040 ac. of Wetland A is contained within the project study limits, and it continues northwest beyond the project study limits along Cotton Lake Ditch. Wetland A exhibits significant nexus with the St. Joseph River, which becomes a Section 10 TNW at the 24.7 river mile; therefore, Wetland A should be considered a jurisdictional Water of the U.S. Approximately 0.020 ac. of Wetland A will be dewatered and permanently impacted by the placement of clean earthen fill and Class I riprap at the outlet of

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the structure to be replaced, CV 005-044-91.27. No mitigation is anticipated to be required. Avoidance was not feasible due to the location of Wetland A immediately adjacent to the outlet of the structure. One of the needs of this project is to perpetuate drainage through the project area, which would not be possible without replacing the structure and impacting the wetland.

A Waters of the U.S. Determination / Wetland Delineation Report was approved by INDOT ESD EWPO on May 9, 2019. Please refer to Appendix F for the Waters of the U.S. Determination / Wetland Delineation Report. It was determined that one wetland was identified in the project study area. The USACE makes all final determinations regarding jurisdiction.

An early coordination letter was sent on March 5, 2020 to USACE and IDNR-DFW (Appendix C, pages C-1 to C-3).

DNR-DFW responded on April 1, 2020 with a recommendation not to excavate or place fill in any riparian wetland (Appendix C, pages C-16 to C-17). All applicable IDNR-DFW recommendations are included in the Environmental Commitments section of this CE document.

USACE responded on April 6, 2020 and stated that a Department of the Army permit, pursuant to Section 404 of the Clean Water Act may be required (Appendix C, pages C-18 to C-19). All applicable USACE recommendations are included in the Environmental Commitments section of this document.

On March 5, 2020, Metric generated an automatic IDEM Proposed Roadway Construction Projects letter, in which IDEM recommended obtaining 401/404 permits (Appendix C, pages C-4 to C-10). IDEM recommendations are addressed by INDOT *Standard Specifications* and, therefore, are not included in the Environmental Commitments section of this document.

Terrestrial Habitat

Unique or High Quality Habitat

Presence

X

Impacts

Yes	No
X	

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

Remarks:

Based on a desktop review, a site visit on September 20, 2018 by Metric, and the aerial maps of the project area (Appendix B, pages B-3 to B-8), there is grass habitat within the project area. The dominant vegetation in the area includes reed canary grass (*Phalaris arundinacea*), narrow-leaf cattail (*Typha angustifolia*), Kentucky bluegrass (*Poa pratensis*), pink weed (*Persicaria pensylvanica*), yellow wood sorrel (*Oxalis stricta*), stinging nettle (*Urtica dioica*), and climbing night shade (*Solanum dulcamara*) in the herb stratum and Virginia creeper (*Parthenocissus quinquefolia*) in the woody vine stratum.

No trees will be removed for this project. Approximately 4.27 ac. of roadside grass will be disturbed as a result of this project. All disturbed areas will be re-seeded in accordance with INDOT Standard Specifications as soon as possible upon completion.

Early coordination letters were sent on March 5, 2020 to IDNR-DFW and USFWS (Appendix C, pages C-1 to C-3). USFWS did not respond to the early coordination letter.

On March 5, 2020, Metric generated an automatic IDEM Proposed Roadway Construction Projects letter, in which IDEM recommended obtaining 401/404 permits (Appendix C, pages C-4 to C-10). IDEM recommendations are addressed by INDOT *Standard Specifications* and, therefore, are not included in the Environmental Commitments section of this document.

IDNR-DFW responded on April 1, 2020 with recommendations to revegetate bare and disturbed areas, avoid

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cutting trees from April 1 through September 30, and to seed and protect all disturbed slopes (Appendix C, pages C-16 to C-17). All applicable IDNR-DFW recommendations are included in the Environmental Commitments section of this document.

The project qualifies for programmatic coordination as outlined in the USFWS Interim Policy (2013). All USFWS standard recommendations are either addressed by INDOT Standard Specifications and the Indiana Design manual or are inapplicable to the project; therefore, they are not included in the Environmental Commitments section of this document.

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

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

Use the remarks box to identify any karst features within the project area. (Karst investigation must comply with the Karst MOU, dated October 13, 1993)

Remarks: Based on a desktop review, the project is located outside the designated karst region of Indiana as outlined in the October 13, 1993 Memorandum of Understanding (MOU). According to the topographic map of the project area (Appendix B, page B-2) and the RFI report (Appendix E, pages E-6 and E-12), there are no karst features identified within or adjacent to the project area. In the early coordination response dated March 5, 2020, the Indiana Geological Survey (IGS) did not indicate that karst features exist in the project area (Appendix C, pages C-11 to C-12). IGS indicated that geological hazards include a moderate liquefaction potential; there is a low potential for bedrock and a high potential for sand and gravel resources; and no active or abandoned mineral resource extraction sites had been documented in the area. Response from IGS has been communicated with the designer on June 30, 2020. No impacts are expected.

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

Remarks: Based on a desktop review and the RFI report (Appendix E), approved by INDOT ESD Site Assessment & Management (SAM) on July 23, 2019, the IDNR LaGrange County Endangered, Threatened and Rare (ETR) Species List has been checked and is included in Appendix E, pages E-14 to E-19. The highlighted species on the list reflect the federal and state identified ETR species located within the county. According to the IDNR-DFW early coordination response letter dated April 1, 2020, the Natural Heritage Program's Database had been checked and the American Badger (*Taxidea taxus*) been documented within the project area (Appendix C, pages C-16 to C-17). The IDNR-DFW does not foresee any impacts to the species or its preferred habitat as a result of this project.

Project information was submitted through the USFWS's Information for Planning and Consultation (IPaC)

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portal, an official species list was generated (Appendix C, pages C-25 to C-30). The project is within range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened Northern long-eared bat (NLEB) (*Myotis septentrionalis*). No additional species were found within or adjacent to the project area other than the Indiana bat and NLEB.

The project qualifies for the Range-wide Programmatic Informal Consultation for the Indiana bat and NLEB, dated May 2016 (revised February 2018), between FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS. An effect determination key was completed on May 24, 2020, and based on the responses provided, the project was found to “may affect-not likely to adversely affect” the Indiana bat and/or the NLEB. INDOT reviewed and verified the effect finding on May 24, 2020 and requested USFWS’s review of the finding (Appendix C, pages C-31 to C-41). No response was received from USFWS within the 14-day review period; therefore, it was concluded they concur with the finding. Avoidance and Minimization Measures (AMMs) are included as firm commitments in the Environmental Commitments section of this document.

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

SECTION B – OTHER RESOURCES

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

If a SSA is present, answer the following:

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

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

The IDEM’s Wellhead Proximity Determinator website (<http://www.in.gov/idem/cleanwater/pages/wellhead/>) was accessed on March 5, 2020 by Metric. This project is located within a Wellhead Protection Area. In an early coordination letter dated May 26, 2020, IDEM stated the project is located within a Wellhead Protection Area (Appendix C, page C-20). An early coordination letter was sent on May 27, 2020 to Shipshewana Water Works, the Wellhead Protection Coordinator (Appendix C, pages C-1 to C-3). The Wellhead Protection Coordinator did not respond in the 30-day timeframe. Avoidance alternatives would not be practicable because the No-Build Alternative is the only alternative that does not cross into this Wellhead Protection Area, and the No-Build Alternative would not meet the purpose and need of the project.

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The IDNR Water Well Record Database website (<https://www.in.gov/dnr/water/3595.htm>) was accessed on April 16, 2020 by Metric. Seven field located unconsolidated wells are mapped adjacent to the project area. The features will not be affected because the scope of work does not include deep excavation or other activities that could contact the wells. Therefore, no impacts are expected. Should it be determined during the right-of-way phase that these wells are affected, a cost to cure will likely be included in the appraisal to restore the wells.

Based on a desktop review of the INDOT MS4 website (<https://entapps.indot.in.gov/MS4/>) by Metric on April 1, 2019 and the RFI report (Appendix E, page E-6), this project is not located in an Urban Area Boundary location. No impacts are expected.

Based on a desktop review, a site visit on September 20, 2018 by Metric, and the aerial maps of the project area (Appendix B, pages B-3 to B-8), this project is located where there is a public water system. The public water system will not be affected because the scope of work does not include deep excavation or other activities that could contact water lines. Utility coordination is being conducted by the design engineers and will continue, as necessary, until project completion. No impacts are expected.

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

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

Remarks: The IDNR Indiana Floodplain Information Portal website (<http://dnrmmaps.dnr.in.gov/appsphp/fdms/>) was accessed on March 5, 2020. This project is not located in a regulatory floodplain as determined from approved Federal Emergency Management Association (FEMA) Flood Insurance Rate Map (FIRM) (Appendix F, page F-13). Therefore, it does not fall within the guidelines for the implementation of 23 CFR 650, 23 CFR 771, and 44 CFR. No impacts are expected.

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

Total Points (from Section VII of CPA-106/AD-1006* 140
**If 160 or greater, see CE Manual for guidance.*

See CE Manual for guidance to determine which NRCS form is appropriate for your project.

Remarks: Based on a desktop review, a site visit on September 20, 2018, and the aerial maps of the project area (Appendix B, pages B-3 to B-8), the project will convert 0.06 ac. of farmland as defined by the Farmland Protection Policy Act. An early coordination letter was sent on March 5, 2020 to Natural Resources Conservation Services (NRCS) (Appendix C, pages C-1 to C-3). Coordination with NRCS resulted in a score of 140 on the (AD 1006 Form) (Appendix C, pages C-14 to C-15). NRCS's threshold score for significant impacts to farmland that result in the consideration of alternatives is 160. Since this project score is less than the threshold, no significant loss of prime, unique, statewide, or local important farmland will result from this project. No alternatives other than those previously discussed in this document will be investigated without reevaluating impacts to prime farmland.

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SECTION C – CULTURAL RESOURCES

	Category	Type	INDOT Approval Dates	N/A
Minor Projects PA Clearance	A	3	June 9, 2020	
	A	9		
	B	1		
	B	3		

Eligible and/or Listed
Resource Present

Results of Research

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

Project Effect

No Historic Properties Affected No Adverse Effect Adverse Effect

Documentation
Prepared

Documentation (mark all that apply)

		ES/FHWA Approval Date(s)	SHPO Approval Date(s)
Historic Properties Short Report	<input type="checkbox"/>		
Historic Property Report	<input type="checkbox"/>		
Archaeological Records Check/ Review	<input type="checkbox"/>		
Archaeological Phase Ia Survey Report	X	June 9, 2020	July 10, 2020 (IDNR-DHPA)
Archaeological Phase Ic Survey Report	<input type="checkbox"/>		
Archaeological Phase II Investigation Report	<input type="checkbox"/>		
Archaeological Phase III Data Recovery	<input type="checkbox"/>		
APE, Eligibility and Effect Determination	<input type="checkbox"/>		
800.11 Documentation	<input type="checkbox"/>		

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

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

Remarks: On June 9, 2020, the INDOT Cultural Resource Office (CRO) determined that this project falls within the guidelines of Category A, Types 3 and 9 and Category B, Types 1 and 3 under the Minor Projects Programmatic Agreement (MPPA) (Appendix D, pages D-1 to D-6).

Category A-3 includes replacement, repair, lining, or extension of culverts and other drainage structures that do not exhibit wood, stone, or brick structures or parts therein and are in previously disturbed soils.

Category A-9 includes installation, repair, or replacement of erosion control measures along roadways,

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waterways and bridge piers within previously disturbed soils.

Category B-1 includes replacement, repair, or installation of curbs, curb ramps, or sidewalks, including when such projects are associated with roadway work such as surface replacement, reconstruction, rehabilitation, or resurfacing projects, including overlays, shoulder treatments, pavement repair, seal coating, pavement grinding, and pavement marking under certain conditions for Archaeological and Above-Ground Resources, which are discussed below.

Category B-3 includes construction of added travel, turning, or auxiliary lanes (e.g., bicycle, truck climbing, acceleration and deceleration lanes) and shoulder widening under certain conditions for Archaeological and Above-Ground Resources, which are discussed below.

This project met the conditions for Above-Ground Resources because work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource.

This project met the conditions for Archaeological Resources because an archaeological reconnaissance was conducted on March 9 to 10, 2020 by Metric; a Phase Ia Archaeological Short Report (ASR) was reviewed by the INDOT CRO on June 9, 2020; and no National Register-listed or potentially National Register-eligible archaeological resources were found present within the project area (Appendix D, pages D-6 to D-8). However, INDOT CRO stated in their review of the Phase Ia ASR, "It is our opinion that the report is adequate enough to clear this project under the MPPA but are withholding formal approval at this time. The report will be sent to [IDNR Division of Historic Preservation and Archaeology (DHPA)] who will review it for adherence to the state's archaeological guidelines and may question why some areas were not resurveyed. Regardless, we are confident enough in the work that was performed to state that there are no archaeological concerns because the project area was also surveyed in 2008." On June 10, 2020, the Phase Ia ASR was sent to the IDNR-DHPA for review. On July 10, 2020, the 30-day IDNR-DHPA review period ended without comment; therefore, they concur with the findings and recommendations therein.

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

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SECTION D – SECTION 4(f) RESOURCES/ SECTION 6(f) RESOURCES
Section 4(f) Involvement (mark all that apply)
Parks & Other Recreational Land

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

Presence

Use

Yes	No

Evaluations
Prepared

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

FHWA
Approval date

Wildlife & Waterfowl Refuges

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

Presence

Use

Yes	No

Evaluations
Prepared

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

FHWA
Approval date

Historic Properties

- Sites eligible and/or listed on the NRHP

Presence

Use

Yes	No
<input type="text"/>	<input type="text"/>

Evaluations
Prepared

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

FHWA
Approval date

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

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

Remarks:

Section 4(f) of the U.S. Department of Transportation Act of 1966 prohibits the use of certain public and historic lands for federally funded transportation facilities unless there is no feasible and prudent alternative. The law applies to significant publicly owned parks, recreation areas, wildlife / waterfowl refuges, and NRHP eligible or listed historic properties regardless of ownership. Lands subject to this law are considered Section 4(f) resources.

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Based on a desktop review, a site visit on September 20, 2018 by Metric, the aerial maps of the project area (Appendix B, pages B-3 to B-8), and the RFI report (Appendix E, pages E-5 and E-11), there are four 4(f) resources located within the 0.5 mi. search radius. There are no Section 4(f) resources within or adjacent to the project area. Therefore, no use is expected.

Section 6(f) Involvement

Presence

Use

Yes

No

Section 6(f) Property

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

Remarks:

The U.S. Land and Water Conservation Fund Act of 1965 established the Land and Water Conservation Fund (LWCF), which was created to preserve, develop, and assure accessibility to outdoor recreation resources. Section 6(f) of this Act prohibits conversion of lands purchased with LWCF monies to a non-recreation use.

A review of 6(f) properties on the INDOT Environmental Policy website at <https://www.in.gov/indot/2523.htm> revealed a total of 12 properties in LaGrange County and four properties in various Indiana counties (Appendix I, page 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 as a result of this project.

SECTION E – Air Quality

Conformity Status of the Project

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

If YES, then:

Is the project in the most current MPO TIP?

Is the project exempt from conformity?

If the project is NOT exempt from conformity, then:

Is the project in the Transportation Plan (TP)?

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

Level of MSAT Analysis required?

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

Remarks:

This project is included in the Fiscal Year (FY) 2018 to 2021 and 2020 to 2024 Statewide Transportation Improvement Programs (STIPs) (Appendix H, pages H-1 to H-2).

This project is located in LaGrange County, which is currently in attainment for all criteria pollutants according to the IDEM Nonattainment County List (www.in.gov/idem/airquality/files/nonattainment_county_list.pdf). Therefore, the conformity procedures of 40 CFR Part 93 do not apply.

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

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SECTION F – NOISE

Yes No

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

	No	Yes/ Date
ES Review of Noise Analysis	X	

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

SECTION G – COMMUNITY IMPACTS

Regional, Community, and Neighborhood Factors

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

Remarks:

This project is unlikely to impact community events, such as festivals or fairs. The Indiana Association of Fairs website was reviewed by Metric on May 26, 2020 and no events were listed that would be impacted by this project (www.indianafairsandfestivals.org). No festivals or fairs were listed for LaGrange County. No events that could be impacted have been raised in any project coordination meetings; therefore, no impact is expected.

According to the county website, LaGrange County is covered by a local ADA transition plan (<https://www.lagrangecounty.org/index.php/docs-downloads/awda/802-lagrange-county-ada-transition-plan/file>). ADA-compliant sidewalks will be constructed; therefore, the project will comply with the transition plan.

No permanent or temporary impacts to community cohesion, local tax base, or property values were identified that will occur as a result of this project.

Indirect and Cumulative Impacts

Will the proposed action result in substantial indirect or cumulative impacts?

Remarks:

Indirect effects are effects which are caused by the action and are later in time or farther removed in distance but are still reasonably foreseeable. Indirect effects may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density, or growth rate. Cumulative impacts affect the environment which result from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes such actions. No indirect effects or cumulative impacts have been identified.

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Public Facilities & Services

Will the proposed action result in substantial impacts on health and educational facilities, public and private utilities, emergency services, religious institutions, airports, public transportation or pedestrian and bicycle facilities? *Discuss how the maintenance of traffic will affect public facilities and services.*

Yes

No
X

Remarks: Based on a desktop review, a site visit on September 20, 2018 by Metric, the aerial maps of the project area (Appendix B, pages B-3 to B-8), and the Red Flag Investigation (RFI) report (Appendix E, pages E-5 and E-11), one religious facility, one school, three recreational facilities, three pipeline segments, one railroad, two trail segments, and one managed land are located within 0.5 mi. of the project area. Shipshewana Campground South is within or adjacent to the project area. However, the campground is privately owned, so is not considered a public facility. There are no public facilities within or adjacent to the project area. Access to all properties will be maintained during construction. Therefore, no impacts are expected.

The maintenance of traffic (MOT) for this project will involve phased construction sequencing and lane shifts, allowing the corridor to remain open to traffic for the duration of construction. Additional details are provided in the MOT During Construction section of this document. The lane restrictions will pose a temporary inconvenience to traveling motorists (including school buses and emergency services); however, no significant delays are anticipated, and all inconveniences will cease upon project completion.

Utilities within and adjacent to the project area include gas, sewer, communications, and fiber optic lines and overhead electrical. Improvements to the storm sewer are anticipated. No other utility impacts are anticipated. Coordination with utility companies is ongoing by the design engineers and will continue, as necessary, until project completion.

Early coordination letters were sent on March 5, 2020 to the LaGrange County Surveyor, Highway Department, and Commissioners and the Shipshewana Volunteer Fire Department and Town Council; and INDOT Office of Aviation (Appendix C, pages C-1 to C-3). None of the agencies except INDOT Office of Aviation responded to the early coordination letter.

INDOT Office of Aviation responded on March 9, 2020 and stated that they found no issues involving airspace or airports (Appendix C, page C-13).

Environmental Justice (EJ) (Presidential EO 12898)

During the development of the project were EJ issues identified?

Yes

No
X

Does the project require an EJ analysis?

X

If YES, then:

Are any EJ populations located within the project area?

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

Remarks: Under FHWA Order 6640.23A, FHWA and the project sponsor, as a recipient of funding from FHWA, are responsible to ensure that their programs, policies, and activities do not have a disproportionately high and adverse effect on minority or low-income populations. Per the current INDOT Categorical Exclusion Manual, an Environmental Justice (EJ) Analysis is required for any project that has two or more relocations or 0.5 ac. of additional permanent right-of-way. The project will require less than 0.5 ac. of permanent ROW and no relocations. Therefore, an EJ Analysis is not required.

Relocation of People, Businesses or Farms

Yes

No

This is page 21 of 25 Project name: Auxiliary Lanes, Two-Way Left-Turn Lane Date: September 18, 2020

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Will the proposed action result in the relocation of people, businesses, or farms?
 Is a Business Information Survey (BIS) required?
 Is a Conceptual Stage Relocation Study (CSRS) required?
 Has utility relocation coordination been initiated for this project?

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

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

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

Remarks:

No relocations of people, businesses, or farms will take place as a result of this project.
Utility relocation may be required; therefore, utility relocation coordination has been initiated by the designer, Strand, and will continue, as necessary, until project completion.

SECTION H – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

Hazardous Materials & Regulated Substances (Mark all that apply)
 Red Flag Investigation
 Phase I Environmental Site Assessment (Phase I ESA)
 Phase II Environmental Site Assessment (Phase II ESA)
 Design/Specifications for Remediation required?

Documentation

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

	No	Yes/ Date
ES Review of Investigations		July 23, 2019

Include a summary of findings for each investigation.

Remarks:

Based on a review of GIS and available public records, an RFI was approved on July 23, 2019 by INDOT ESD SAM and an RFI Addendum was approved on September 2, 2020 by INDOT ESD SAM (Appendix E). Two Underground Storage Tank (UST) sites, three Leaking Underground Storage Tank (LUST) sites, and nine National Pollution Discharge Elimination Systems (NPDES) Facilities are located within 0.5 mi. of the project area, and the sites are not located within the project area; however, no hazmat sites were identified in or within 0.5 mi. of the project area that will impact the project. The nearest UST site is located approximately 0.08 mi. west of the project area. The nearest LUST site is located approximately adjacent to the project area. The nearest NPDES Facility, South SR 5 Infrastructure Improvements, is within the project area approximately 0.13 mile north of the southern project terminus. Coordination with the Town of Shipshewana will occur prior to the start of construction. Another NPDES Facility, Russ Yoder, All in Properties – Commercial Center, is located adjacent to the southern project terminus. Coordination with All in Properties will occur prior to the start of construction. No impacts are expected. Further investigation for hazardous material concerns or regulated substances is not required at this time.

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County LaGrange

Route SR 5

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SECTION I – PERMITS CHECKLIST

Permits (mark all that apply)

Likely Required

Army Corps of Engineers (404/Section10 Permit)

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

IDEM

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

IDNR

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

US Coast Guard Section 9 Bridge Permit

Others (Please discuss in the remarks box below)

<input type="checkbox"/>

Remarks:

Since greater than 1 ac. of land disturbance will occur, an IDEM Rule 5 permit is anticipated to be required.

According to the INDOT ESD EWPO preliminary permit determination dated June 23, 2020, this project will likely require 401/404 RGPs (Appendix F, pages F-58 to F-59).

Applicable recommendations provided by IDNR-DFW, USACE, and USFWS are included in the Environmental Commitments section of this document. If additional permits are found to be necessary, the conditions of the permit(s) 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.

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SECTION J- ENVIRONMENTAL COMMITMENTS

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

Remarks:

Firm:

1. If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately. (INDOT ESD and INDOT District)
2. It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access. (INDOT ESD)
3. 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)
4. Should it be determined during the right-of-way phase that any wells are affected, a cost to cure will likely be included in the appraisal to restore the wells. (INDOT)
5. USFWS Bridge/Structure Assessment shall take place no earlier than two (2) years prior to the start of construction. If construction will begin after October 10, 2021, an inspection of the structure by a qualified individual, must be performed. Inspection of the structure should check for presence of bats/bat indicators and/or presence of birds. The results of the inspection must indicate no signs of bats or birds. If signs of bats or birds are documented during this inspection, the INDOT District Environmental Manager must be contacted immediately. (INDOT)
6. 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)
7. LIGHTING AMM 1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)
8. One NPDES Facility, South SR 5 Infrastructure Improvements, is within the project area approximately 0.13 mile north of the southern project terminus. Coordination with the Town of Shipshewana will occur prior to the start of construction. (INDOT ESD SAM)
9. One NPDES Facility, Russ Yoder, All in Properties – Commercial Center, is located adjacent to the southern project terminus. Coordination with All in Properties will occur prior to the start of construction. (INDOT ESD SAM)

For Further Consideration:

10. Cotton Lake Ditch is listed on the IDEM 303(d) List of Impaired Waterbodies as impaired for E. coli and Impaired Biotic Communities (IBC). Workers who are working in or near water with E. coli should take care to wear appropriate personal protective equipment (PPE), observe proper hygiene procedures, including regular hand washing, and limit personal exposure. (INDOT ESD SAM)
11. Do not excavate in the low flow area except for the placement of piers, foundations, and riprap, or removal of the old structure. (IDNR-DFW)
12. Avoid all work within the inundated part of the stream channel during the fish spawning season (April 1 through June 30); except for work within sealed structures such as caissons or cofferdams that were installed prior to the spawning season. No equipment shall be operated below Ordinary High Water Mark during this time unless the machinery is within the caissons or on the cofferdams. (USFWS)
13. Evaluate wildlife crossings under bridge/culverts projects in appropriate situations. Suitable crossings include flat areas below bridge abutments with suitable ground cover, high water shelves in culverts, amphibian tunnels, and diversion fencing. (USFWS)
14. Minimize the extent of hard armor (riprap) in bank stabilization by using bioengineering techniques whenever possible. If riprap is utilized for bank stabilization, extend it below low-water elevation to

This is page 24 of 25 Project name:

Auxiliary Lanes, Two-Way Left-Turn LaneDate: September 18, 2020

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- provide aquatic habitat. (USFWS)
15. Restrict below low-water work in streams to placement of culverts, piers, pilings, and/or footings, shaping of the spill slopes around the bridge abutments, and placement of riprap. (USFWS)
 16. Culverts should span the active stream channel, should be either embedded or a 3-sided or open-arch culvert, and be installed where practicable on an essentially flat slope. When an open-bottom culvert or arch is used in a stream, which has a good natural bottom substrate, such as gravel, cobbles, and boulders, the existing substrate should be left undisturbed beneath the culvert to provide natural habitat for the aquatic community. (USFWS)

SECTION K- EARLY COORDINATION

Please list the date coordination was sent and all agencies that were contacted as a part of the development of this Environmental Study. Also, include the date of their response or indicate that no response was received. INDOT and FHWA are automatically considered early coordination participants and should only be listed if a response is received.

Remarks:

Resource Agencies	Date Sent	Date Response
USFWS	March 5, 2020	None received
INDOT Office of Public Involvement	March 5, 2020	None received
United States Department of Housing and Urban Development	March 5, 2020	None received
INDOT Ecology and Waterway Permitting Office	March 5, 2020	None received
National Parks Service	March 5, 2020	None received
IDNR-DFW	March 5, 2020	April 1, 2020
IDEM	March 5, 2020	March 5, 2020 (Automatic)
LaGrange County Surveyor	March 5, 2020	None received
LaGrange County Highway Department	March 5, 2020	None received
NRCS	March 5, 2020	March 17, 2020
LaGrange County Commissioners	March 5, 2020	None received
Shipshewana Volunteer Fire Department	March 5, 2020	None received
Shipshewana Town Council	March 5, 2020	None received
IGS	March 5, 2020	March 5, 2020 (Automatic)
Shipshewana Campground South	March 5, 2020	None received
INDOT Office of Aviation	March 5, 2020	March 9, 2020
USACE	March 5, 2020	April 6, 2020
IDEM Groundwater Section	May 20, 2020	May 26, 2020
Shipshewana Water Works	May 27, 2020	None received

APPENDICES

APPENDIX A: INDOT Supporting Documentation

- Threshold Chart.....A-1

APPENDIX B: Graphics

- Location MapB-1
- USGS Topographic MapB-2
- 2011 Aerial Photograph – Overall Project Area.....B-3
- 2011 Aerial Photographs with Right-of-Way.....B-4
- Photograph Location MapsB-9
- Site Photographs; September 18, 2018.....B-5
- Road Plans.....B-16

APPENDIX C: Early Coordination

- Early Coordination Letter; March 5, May 5, and May 27, 2020C-1
- Early Coordination RecipientsC-3
- IDEM Proposed Roadway Construction Projects Letter; March 5, 2020.....C-4
- IGS Response; March 5, 2020.....C-11
- INDOT Office of Aviation Response; March 9, 2020C-13
- NRCS Response; March 17, 2020.....C-14
- NRCS Form AD-1006.....C-15
- IDNR-DFW Response; April 1, 2020C-16
- USACE Response; April 6, 2020C-18
- IDEM Ground Water Section Response; May 26, 2020C-20
- USFWS Bridge/Structure Assessment Forms; September 20, 2018C-21
- USFWS Official Species List; May 26, 2020.....C-25
- USFWS Concurrence Verification Letter; May 24, 2020C-31

APPENDIX D: Section 106 of the National Historic Preservation Act

- Minor Projects Programmatic Agreement Assessment Form; June 9, 2020D-1
- Minor Project Programmatic Agreement, Category AD-6
- Phase Ia Archaeological Short Report (Summary); March 26, 2020D-7
- Archaeological Survey Area on an Aerial Photograph.....D-10

APPENDIX E: Red Flag and Hazardous Materials

- Red Flag Investigation Addendum; INDOT Concurrence: September 2, 2020E-1
- Red Flag Investigation; INDOT Concurrence: April 1, 2019E-4

APPENDIX F: Water Resources

- Waters Determination Report; May 9, 2019F-1
- Exhibit 3 - FEMA FIRMF-13
- Exhibit 4 - Page Reference for Exhibits 5, 6, & 7F-14
- Exhibit 5 - NWI Wetland, NHD Stream, and NRCS Soil Survey Maps.....F-15
- Exhibit 6 - Waters Delineation and NRCS Soil Survey MapsF-27
- Wetland Determination Data Forms.....F-39
- INDOT ESD EWPO Preliminary Permit Determination. June 23, 2020F-58

APPENDIX G: Public Involvement

APPENDIX H: Air Quality

- FY 2018-2021 STIPH-1
- FY 2020-2024 STIPH-2

APPENDIX I: Additional Studies

- LWCF County Property List for Indiana (Last Updated December 2019)I-1
- Abbreviated Engineering Assessment; March 7, 2019.....I-2